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REPORT ON THE PROPOSED LOCATION
FOR A NEW HEADQUARTERS FOR THE
CENTRAL INTELLIGENCE AGENCY

THE OFFICE OF

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REPORT ON THE PROPOSED LOCATION FOR A NEW HEADQUARTERS FOR THE CENTRAL INTELLIGENCE AGENCY

October 25, 1955

In accordance with a request from the Director of the Central Intelligence Agency, we have prepared this report, with recommendations, as a guide to aid the Agency in determining upon a suitable site for a new headquarters building.

We are impressed with the importance of this assignment, inasmuch as we realize that the Central Intelligence Agency is one of the most potent factors in the struggle for peace among the free nations of the world. It is our understanding that it is this Nation's most important fact-gathering organization. In these circumstances, we believe that a new site should provide a dignified setting for the building or buildings and that it should be set apart from the buildings of other public agencies in order that the imperative security measures may obtain with the least effort and expense.

HISTORY OF THE CENTRAL INTELLIGENCE AGENCY

In order to help us better to understand the problem, we obtained a brief history of the C.I.A. which was prepared by a member of its staff; we incorporate it herewith in this report.

"The Central Intelligence Agency was the outgrowth of the intelligence experience of World War II and particularly the congressional investigation into the surprise attack at Pearl Harbor. The aim was to concentrate national intelligence responsibility in one place. No such function existed in Government before World War II. Its formal beginning was an executive order of January 22, 1946, creating the Central Intelligence Group. After a period of consideration by the Congress, the Central Intelligence Agency was established by Section 102 of the National Security Act of 1947.

The statements of functions in the Executive Order and the statute are substantially the same, but under the statute the former Group became an independent Executive Agency of the Administrative Branch of the Government. Congress stated that, for the purpose of coordinating the intelligence activities of the several Government departments and agencies in the interest of national security, it shall be the duty of the Agency, under the direction of the National Security Council, to advise and make recommendations to the National Security Council on intelligence activities relating to national security; to correlate and evaluate intelligence relating to national security, and to provide for its appropriate dissemination; to perform additional services of common concern to the intelligence agencies; and such other functions and duties related to intelligence

as the National Security Council may direct. The Agency is prohibited from any law-enforcement, police, or internal-security functions, and the departmental intelligence agencies are continued by statute in their functions. However, the Director of Central Intelligence is responsible for protecting intelligence sources and methods from unauthorized disclosure.

The Agency has now evolved from a small coordinating group into its full stature in the complex field of foreign intelligence. In so doing, it has become a most unusual and complicated organization. Its end products are national intelligence estimates to assist the President and his top-policy planners in making their decisions for the future of the country. Such estimates must be based on the most complete and most up-to-date information available. Any subject, location, or person may be the subject of an estimate and many are involved in most estimates. The mechanical collection, handling, indexing, dissemination, and analysis of the vast amount of available information before an evaluation can start is a formidable task and requires many specialists and special equipment. The evaluation process brings to bear the best informed and most expert knowledge in the Government on the problems under consideration. This is again formidable-a process of coordination requiring the interrelation of all governmental intelligence facilities. All of this work is performed

behind a tight screen of security, which additionally complicates the problems of coordination and communications. Elaborate compartmentation is necessary both for functions and for individuals to a degree far greater than in any other activity, public or private, and yet this compartmentation must not interfere with the free and rapid flow of information to those who have a need for it. Many subjects cannot be discussed on the telephone so that coordinating units must be within convenient distance. Documents may not be left unattended and must be escorted in transit. This requires unusual amounts of vault and safe space and secure means of documentary transmission both mechanical and by courier. Physical security of the entire site and of each component within the site must provide assurance against unauthorized entry.

The Central Intelligence Agency has a heavy responsibility to the national defense and security, and the Director of Central Intelligence bears the final responsibility for the national intelligence mission. To meet this involves a complex organization in which the primary need is, of course, able, imaginative personnel. But, the people can work only as efficiently as their surroundings will permit and unnecessary delay in physical processing may have serious results; inability to coordinate in a timely manner may result in an error; a security compromise may have grave consequences.

Consequently, the planning for and design of housing for this Agency present problems that would not be encountered in any other building, public or private".

CRITERIA

Prior to the preparation of any study related to the selection of a site, the C.I.A. established the following criteria based upon its experience since the establishment by Congress in 1947.

1. It was determined that the new headquarters of the Agency should be within a radius of ten miles and within 20 minutes by automobile from the Zero Milestone in the City of Washington.
2. It was determined that the size of the building and the number of automobiles to be parked in its immediate vicinity would require an area of not less than 100 acres.
3. It was determined that 2,300,000 sq. ft. of building floor space will be required and that it will be necessary to provide space to park approximately automobiles and adequate means for ingress and egress for automotive traffic.
4. It was stressed that the site should lend itself to ease in carrying out the security measures that are imperative.
5. It was emphasized that the new Headquarters should have ease of communication by road to the White House, to the Pentagon, and to the offices of the Department of State.

STAT

SEVERAL SITES UNDER CONSIDERATION

Prior to the time that this office was requested to prepare a report the Agency, through members of its staff and with the aid of the members of the staffs of certain other governmental agencies, reviewed many sites in the District of Columbia and its environs, both within and without the area having a 10 mile radius from the Zero Milestone. The number of sites under consideration was narrowed to six and subsequently to two. Nevertheless, we inspected the six sites and certain others that, in our judgment, were worthy of consideration. Either one or both members of this firm visited the sites which even remotely met the established criteria and subsequently we discussed with members of the staff of the Agency the advantages and the disadvantages of each site. (See Map #1)

On Wednesday, September 21, we conducted a hearing at the Headquarters of the Agency at which time we listened to the proponents of four of the sites which received the most serious consideration. The proponents of each one of these sites were cooperative in giving us data in the form of maps and reports in order that we might be informed concerning the problems of each one of these areas.

As a result of our studies, we also narrowed our considerations down to two sites; the one near Langley, Virginia and the other, known as the Winkler site, situated in the City of Alexandria along the Shirley Highway approximately one mile southwest of Seminary Road. Both of these sites were inspected in the field on several occasions and problems related to traffic, to water supply, to sanitary sewers and, more particularly, to the physical character of the sites themselves, were given the most careful study. We discussed the problems related to the development of these two sites with a member, or members, of the staffs of the C.I.A. and the National Capital Planning Commission and with the Chairman of the National Capital Regional Planning Council.

LOCATION OF RESIDENCES OF STAFF MEMBERS

One of the most important factors that merits especially careful consideration is the relationship between the places of residence of the employees of the C.I.A. and the proposed headquarters site. We are reliably informed that the annual rate of turn-over of employees of the C.I.A. is somewhat less than half the rate for other governmental agencies. We understand that 50% of all the employees are married and that 25% of these married employees own their own homes. The members of the staff have more or less dedicated themselves to service with the C.I.A. until retirement even though they are not under the Civil Service regulations. Since this is a highly specialized area of endeavor, the staff members are especially well qualified and, in most cases, highly trained for service with this Agency. In the circumstances, the ease with which the majority may reach the headquarters site is an important factor governing its selection.

We find that the places of residence (See Map #2) of both staff and clerical employees are distributed at the present time as follows: In the District of Columbia - Northwest, 37%; Northeast, 5%; Southeast, 7%; Southwest, 1%; for a total of 50% of the employees. In the State of Virginia - Arlington County, 15%; Fairfax County, 8%; City of Alexandria, 8%; Prince William County, .04%; Loudown County, .02%; for a total of 31.6% of the employees. In the State of Maryland - Montgomery County, 11%; Prince George County, 7%; City of Baltimore, .3%; Arundel County, .1%; for a total of 18.4% of the employees.

Based upon these data, we determined that it is considerably more convenient for the employees of the C.I.A. to reach the Langley site, following the construction of the highway, parkway, and related improvements, including

water supply and sewage disposal, that are essential before this site can be utilized, than it would be for them to reach the Winkler or, in fact, any other site under consideration. In the case of the Winkler site, for example, a majority of the employees living in the District of Columbia would be forced to pass through the Pentagon network at the busiest hours of the day, both morning and evening, together with the traffic going to and departing from the Pentagon. The Shirley Memorial Highway has now more than reached its capacity particularly from a point north of the Parkfairfax Interchange to the Potomac River crossings and, even after it is widened to six lanes as far south as King Street, it will still be inadequate to accommodate the concentrated peak load that would result from the more than automobiles of the C.I.A. Headquarters staff during the morning and evening hours.

DESCRIPTION OF THE LANGLEY SITE

The Langley site is situated in Fairfax County and consists of 140 acres of a 749.5 acre tract owned by the Federal Government. The center of this large tract of land is approximately 7-1/2 miles, as the crow flies, from the Zero Milestone. The westerly boundary is along Turkey Run; the northerly and easterly boundary is the Potomac River and borders private lands from the River to the Leesburg Road, which forms the southerly boundary. The 167.5 acres of this tract are under the jurisdiction of the National Parks Service and extend along the wooded banks of the Potomac River extending back from the River a distance of more than 1,000', an area that will accommodate comfortably the extension of the George Washington Memorial Parkway. The remainder of the site, comprising 582 acres, is under the jurisdiction of the Bureau of Public Roads. This agency has developed a small part of the center of the site as a research laboratory.

The Chief of the Bureau has expressed a willingness to relinquish the use of 140 acres of the tract, now under the Bureau's jurisdiction, for the development of the C.I.A. Headquarters.

If the C.I.A. Headquarters should be situated on this site, it will occupy part of a Government Reservation of 749.5 acres. Any development for the C.I.A. within this site will be such that a wide belt of forest land will be left around the periphery in a manner aiding to provide the desired security. It is safe to assume that the proposed C.I.A. 140 acre tract, within this larger governmental property, will be enclosed with a security fence.

The site varies in elevation from 185' to 280' above mean sea level, and is 150 or more feet above the floor of the Potomac River. The terrain is rolling and the differences in elevation within the area may be utilized by the architects in the development of the site so as to take full advantage of the slopes.

MEANS OF ACCESS TO THE LANGLEY SITE

The principal access to the site from the District of Columbia is now via Chain Bridge and Virginia Highway, Route 123; this artery is now inadequate. It will be necessary, as contemplated in Public Law 161, 84th Congress, (Chapter 368 - 1st Session - HR 6829) to extend the George Washington Memorial Parkway from its present terminus at Spout Run, approximately 3/4 of a mile west of the Key Bridge, to the Langley site. It is understood that preliminary plans for this dual parkway, providing for a total of four lanes (two in each direction) are in the process of study. Monies have been made available to start the improvement of Virginia Highway, Route 123. This route should be developed ultimately as a separated six-lane artery between its intersection with Virginia Highway, Route 193 and Chain Bridge. Chain Bridge should be widened to provide for six lanes

with a suitable connection to the proposed new dual parkway along the abandoned Baltimore and Ohio Canal on the east side of the Potomac River in the State of Maryland. It is further recommended, for immediate improvement, that additional lanes be added on Canal Road at least from Weaver Place to Chain Bridge and that Weaver Place be improved at least from Canal Road to MacArthur Boulevard.

The Langley site is situated just east of the crossing of the Potomac of the proposed bridge near Cabin John that will become an element in the Outer Loop Freeway around the Washington Metropolitan District in Montgomery and Prince George Counties in the State of Maryland, connecting with a second crossing of the Potomac via the proposed Jones Point Bridge immediately south of the City of Alexandria at Hunting Creek.

When this Outer Loop Freeway, a part of the Interstate System of Highways, is completed the Langley site will be situated close to the Virginia bridge-head of the Cabin John Bridge crossing and hence make the site even more readily accessible from all points in the States of Maryland and Virginia as well as from the District of Columbia. Until such time as the Outer Loop is constructed, the four-lane George Washington Parkway, reaching up to the site along the west bank of the Potomac, will prove to be adequate as a means of access to and egress from the Langley site, inasmuch as it will serve the C.I.A. Headquarters, almost exclusively, north of Spout Run. When the Outer Loop is constructed, it will be necessary, due to the additional traffic that will be generated, to build an additional traffic lane on the northbound drive between the Langley site and the proposed Cabin John Bridge, and an additional traffic lane on the southbound drive between the site and Chain Bridge, in order adequately to move the automobiles off of the site in two directions, via an appropriate grade crossing elimination structure over

or under the parkway. With the initial construction of the parkway, the two sections of the project that we have designated for an ultimate width of three lanes, should be graded to accommodate three lanes; only two need be constructed until such time as the Cabin John Bridge is built.

The proposed parkway along the old Baltimore and Ohio Canal in Maryland (now under the jurisdiction of the National Park Service), that will connect with the District of Columbia highway and freeway network extending southerly from the proposed outer loop freeway at the crossing of the Potomac near Cabin John, will afford an additional artery of communication between the Langley site and the center of the National Capital and thus provide the site with an additional arterial way to the White House, the Pentagon and the State Department.

In Virginia it will become necessary, ultimately, to improve Route 123 that leads directly from the Langley site, at its junction with the Leesburg Road (Route 193), to and through McLean, Lewinsville and Tysons Corner, where it crosses the Leesburg Pike (Route 7).

A related improvement that will serve as an added measure of assistance in automotive travel, for those going between the Langley site and the District of Columbia, will be the proposed widening of the Francis Scott Key Bridge from four to six lanes (3 in each direction) and the proposed connections between this bridge and the George Washington Memorial Parkway. These improvements will measurably help those who may travel between the center of the Capital City and Langley.

Appendix "A", with a map, attached to this report, sets forth in more detail the pertinent factors and requirements related to arterial matters.

DEVELOPMENT OF THE LANGLEY SITE

Now that the Bureau of Public Roads has indicated its willingness to release to the C.I.A. 140 acres of land out of the tract under its jurisdiction at Langley, the coverage of structures on this 140 acre tract will be exceedingly light and negligible in relation to the total government reservation of 749.5 acres. If the structure is situated in or near the center of this 140 acre parcel of land, it is fair to state that it may not be visible in the summer months from outside areas bordering the property. Any logical layout of the site would aim to maintain a wide belt of woodland on the periphery. Automobile parking areas will, of course, take up approximately 25 acres of land, but the arrangement may be devised so as to keep areas of woodland between areas graded and paved for car parking. The fact that there is more land available here at Langley than was at first anticipated makes this site even more favorable than it was heretofore when but 100 acres were to be released to the C.I.A. by the Bureau of Public Roads.

IMPACT OF C.I.A. DEVELOPMENT ON FAIRFAX COUNTY

The impact of this proposed C.I.A. development of the Langley site upon the immediately surrounding areas in Fairfax County will no doubt be felt, but this should result in a minimum of detrimental effect by reason of the fact that the site for the C.I.A. Headquarters (a) borders upon a strip of public park land which extends to the Potomac River on the north and partly on the east sides; (b) is insulated on the west side by wooded areas of public lands under the jurisdiction of the Bureau of Public Roads; (c) will be insulated by a wide strip of forest land on the south side along the Leesburg Road. An additional factor that will lessen the impact of this proposed development upon the immediate surrounding areas of Fairfax County is the fact that the largest number of employees (over 68 percent) will enter the property via the George Washington Memorial Parkway

to be situated on park lands north of the proposed C.I.A. Headquarters generally along the Potomac River. Approximately 31 percent of the employees at present live in Virginia and some of these will also use the parkway in going to and returning from work. In the circumstances, we doubt whether more than a very few of the C.I.A. employees will find it necessary to change their places of residence by reason of the location of the Headquarters at Langley; this site, we believe, is the most convenient to the largest number.

It is natural that certain employees, who may find this new site inconvenient for them, may wish to move closer to the site, but that is no reason for concern on the part of those who predict that any governmental development is bound to result in large areas being given over to small lots with the accompanying commercial developments.

It has been brought out by those who oppose the Langley site for the C.I.A. Headquarters that the impact of this proposed development will be detrimental to the surrounding areas in Fairfax County. By that they infer that this insulated development will result in (a) a substantially denser population for an unknown distance from the site, and (b) additional commercially zoned areas causing a generally undesirable environment that does not now obtain and that is not possible under the proposed scheme for zoning that the officials of Fairfax County have caused to be made to serve as a guide in the future development of the County. The County officials have completed a comprehensive plan for development to include, in addition to zoning, the layout for new or improved arteries of travel, parks, schools, public utilities and etc.

Mr. Dodd McHugh, planning consultant for Fairfax County, has anticipated a rate of growth which is in excess of any possible increase that may be attributed to the C.I.A. Headquarters development. In any event, the ultimate

improvement of existing roads, the construction of new roads and parkways, the construction of sanitary and storm water sewers and the installation of water mains, will tend to increase the population in Fairfax County whether or not the C. I. A. Headquarters is situated in the County. If the Zoning Board of Appeals, representing the people of Fairfax County, take their task seriously and uphold the zoning scheme as at present planned, then there need be no cause for concern. In these circumstances the C. I. A. Headquarters cannot help but become a distinct asset to the County.

It is evident that the Board of Supervisors of the County are of the opinion that the C. I. A. is a desirable neighbor for, on May 4, 1955, they adopted a resolution inviting the C. I. A. to Fairfax County and, at the same time, offered to cooperate "in all matters under its own responsibilities".

PLANNED IMPROVEMENTS, FAIRFAX COUNTY

There will be few improvements made in Fairfax County, by reason of the C. I. A. Headquarters, which ultimately would not be made in the course of time. The George Washington Memorial Parkway, for example, was planned to extend northerly along the west side of the Potomac River to the proposed crossing near Cabin John before the C. I. A. expressed its intention to build a new headquarters. If the Langley site is selected the parkway, of necessity, will be constructed sooner than it otherwise might have been. The same will be true of other highway and public utility improvements.

WATER SUPPLY

The problem related to water supply for the Langley site has been the subject of special study on our part. We have assembled more detailed data to supplement the information contained in Mr. James W. Head Jr.'s letter to

Colonel Lawrence K. White, dated April 1, 1955. In that letter, Mr. Head assured Colonel White of the potential adequacy of the water supply that the City of Falls Church will be able to deliver to the Langley site. See Appendix "B" for a more detailed report on this subject.

SANITARY SEWERS AND SEWAGE DISPOSAL

The problem related to sanitary sewers and to sewage disposal for the Langley site has also been the subject of special study on our part. We have assembled additional data to supplement the resolution of the Fairfax County Board of Supervisors of May 18, 1955, in which it was stated that "the County can assure within two years from this date the availability of sewers for the facility contemplated on a basis of charges or rentals for such service at figures which will not exceed the regular charges elsewhere in the County". The meaning of this Resolution was further clarified by Mr. Carlton C. Massey, County Executive of Fairfax County, in a letter to Director Dulles dated June 30, 1955. See Appendix "C" for a more detailed report on this subject.

TELEPHONE, ELECTRIC LIGHT AND POWER

We have investigated questions related to the telephone and electric service and learned that the public utility corporations will extend their services to either the Langley or Winkler sites and meet the requirements of the Agency at no expense to the Government. (Appendix "D")

SUMMARY AND RECOMMENDATION

We have obtained the pertinent facts with respect to other sites. There were certain factors, in the case of each one of the other sites, that caused us to eliminate them from a detailed consideration; in all cases but one, they did

not fulfill adequately the criteria that the C. I. A. established for the site for the new headquarters. In the case of the Winkler site we found that it meets most of the established criteria. But there are other considerations that cause us to recommend against the Winkler tract. The chief consideration has to do with the physical character of the site itself. In our considered judgment the lands of the Winkler tract are too low in relation to the Shirley Highway and to the surrounding areas. We could not possibly recommend this site for one of the Nation's most important enterprises in these critical times in the history of the world. It would be most unfortunate, we believe, to spend a sum of fifty million dollars, more or less, upon buildings and their appurtenances on the Winkler site. This site, however, may be suitable for a smaller installation.

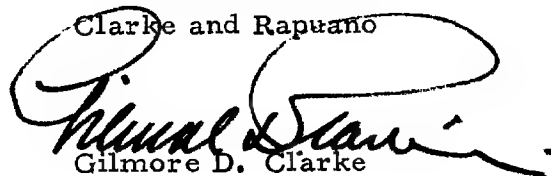
We recommend the Langley site, a site that will provide a dignified setting high above the Potomac River bordered by park lands on two sides and with additional government land in the immediate vicinity to serve as a protective buffer against the surrounding privately owned lands to the west and south. The Langley site is already owned by the Federal Government so that it becomes unnecessary to take additional properties from the taxrolls, an added desirable factor.

It is important to take a long range view of this large undertaking. The Central Intelligence Agency is a permanent division of government. As such, it is desirable, we believe, to select for it the best possible available site even though all of the contemplated improvements, such as the Outer Belt Freeway, the proposed bridge near Cabin John, the George Washington Memorial Parkway, and the proposed parkway along the Baltimore and Ohio Canal in Maryland are as yet only in the plan stage. It may be that some inconvenience will be encountered

at the beginning of the occupancy of the new buildings for the C.I.A. at Langley; however, this will not be of long duration, since the contemplated arterial improvements will make this site easily accessible from all sections of the Washington Metropolitan area. The fact remains that the site at Langley is, in our opinion, the best possible site we know to be available which meets the established criteria. We unhesitatingly recommend it.

Respectfully submitted,

Clarke and Rapuano

A handwritten signature in dark ink, appearing to read "Gilmore D. Clarke", is written over the typed name. The signature is fluid and cursive, with a large loop at the end.

Gilmore D. Clarke

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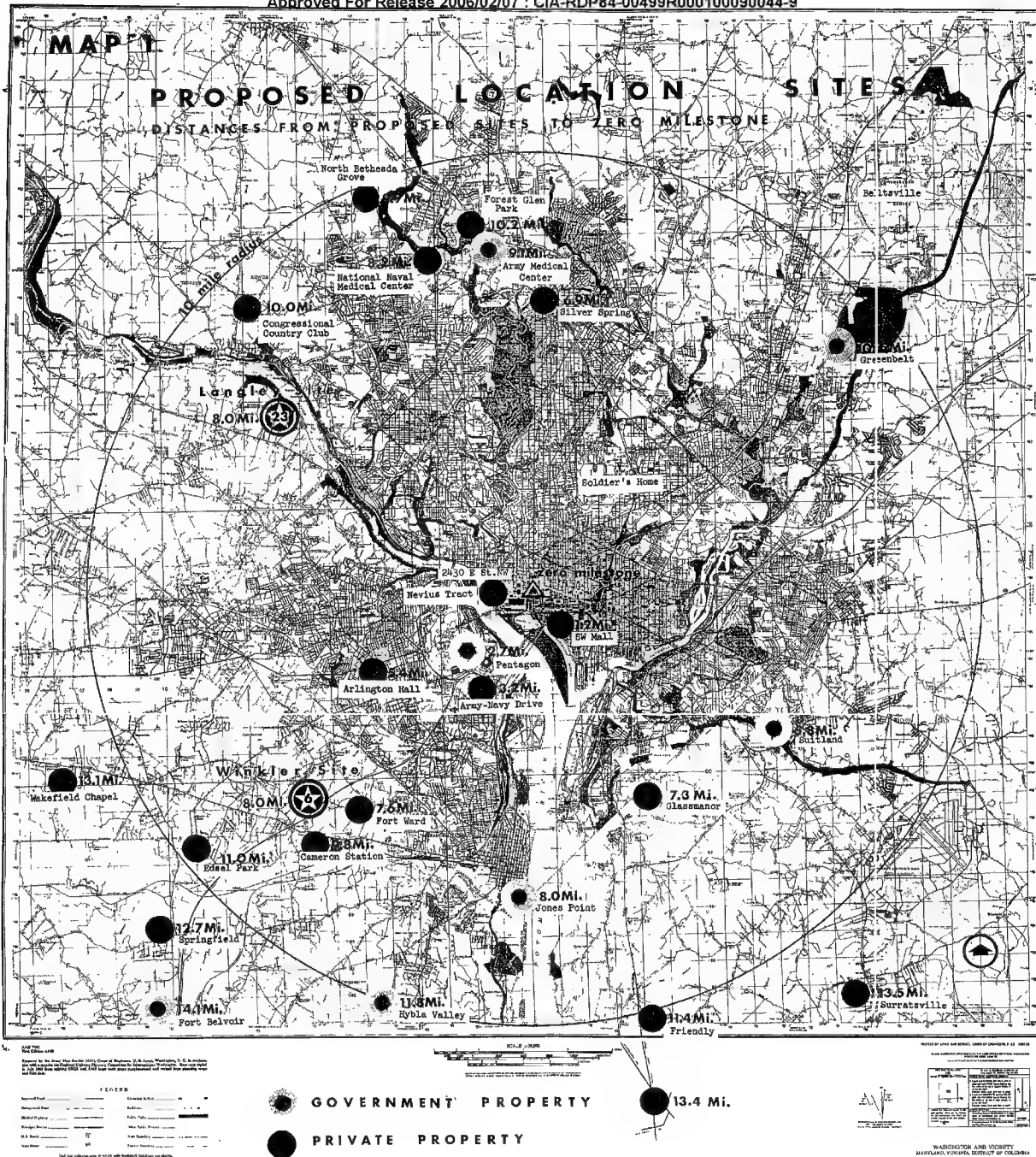
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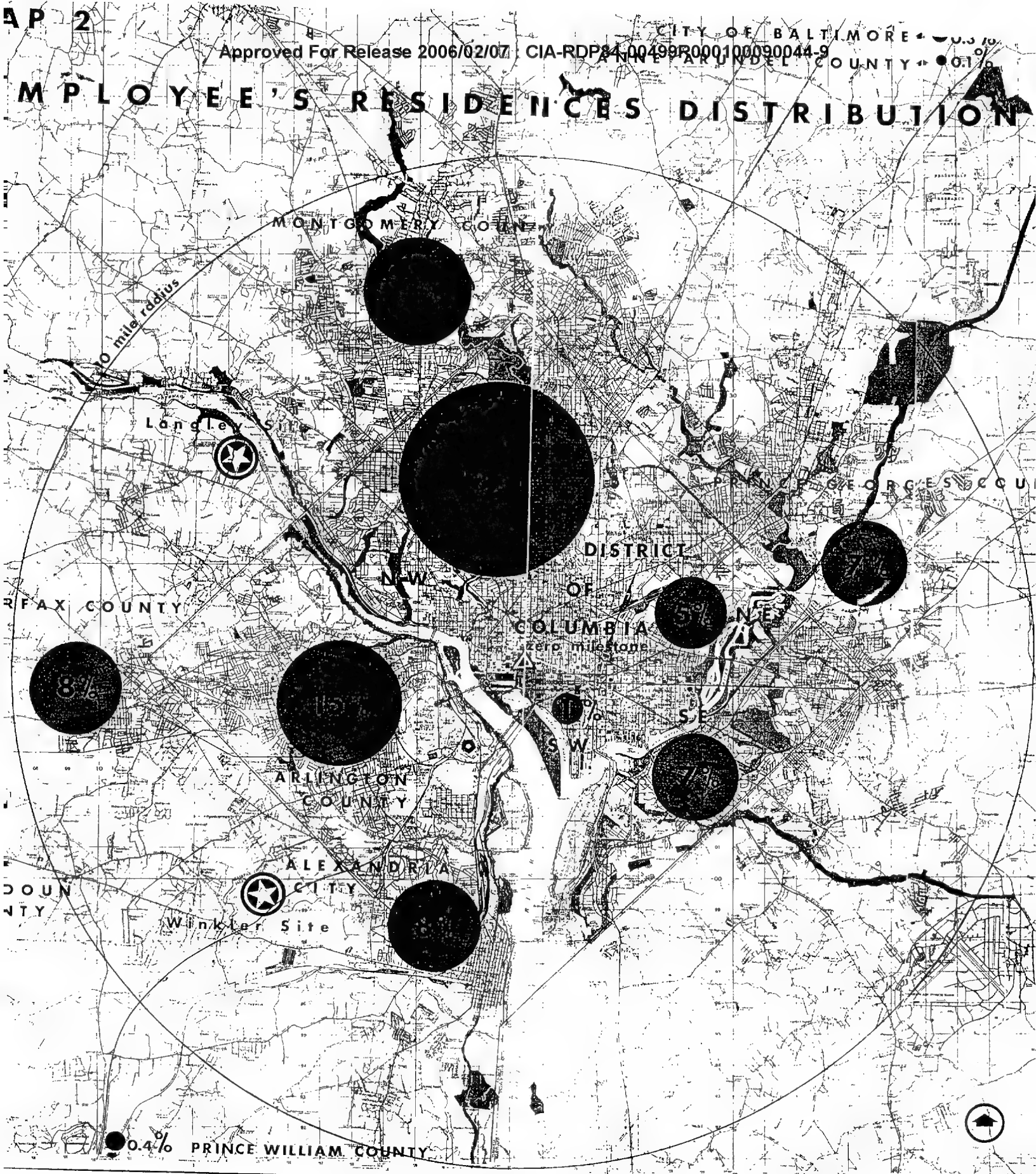
October 25, 1955

The accompanying appendices, maps and charts are a part of the report submitted to the Honorable Allen W. Dulles, Director, Central Intelligence Agency on the same date:

Map 1 - Proposed Location Sites
Map 2 - Employees' Residences Distribution
Appendix A - Vehicular Traffic
Map A - Existing Proposed Roadways
Charts 1 - 6 inclusive - Vehicular Egress Time
Appendix B - Water Supply
Appendix C - Sanitary Sewers and Sewage Disposal
Appendix D - Telephone and Electric Light and Power
Map B - Existing and Proposed Utilities



EMPLOYEE'S RESIDENCES DISTRIBUTION



Circle of Analysis: 10 Mile Radius, Washington, D.C. to include
County of Prince Georges, Montgomery, Prince Georges, Fairfax, and
Arlington County, Virginia. This map should
be used as a guide only and not as a basis for planning.

SCALE 1:30,000

Approved For Release 2006/02/07 : CIA-RDP84-00499R000100090044-9

APPENDIX A

VEHICULAR TRAFFIC

TRAFFIC FACTORS COMMON TO WINKLER AND LANGLEY SITES

The ease with which personnel may travel to and from their place of employment is an important factor in the selection of any office building site. Neither one of the two sites considered in this report, Winkler or Langley, have railway connections or any form of rapid transit. We are informed that either of the bus companies that operate in the general area is prepared to expand their operations as necessary to serve adequately whichever of the two sites may be chosen. Private automobiles will be the most important means of transportation and hence the only one that will be given further consideration in this report.

Criteria established by the C.I.A. staff indicate that parking space should be provided for cars. Map No. 2 shows the present geographic distribution of C.I.A. personnel, and hence in a general way the distribution of privately owned cars. For easy reference the distribution is repeated below:

District of Columbia, Northwest	37%
District of Columbia, Northeast	5%
District of Columbia, Southwest	1%
District of Columbia, Southeast	7%
Arlington County, Va.	15%
Fairfax County, Va.	8%
City of Alexandria, Va.	8%
Montgomery County, Md.	11%
Prince George County, Md.	7%
Miscellaneous	1%

A summation of the above table shows that approximately 68% of the cars traveling to and from either site must cross the Potomac River from the District of Columbia side in the morning and return in the afternoon. About 31%

of the employees reside on the same side of the river as either of the two sites.

There are at present four bridges across the Potomac that will be available to traffic to and from either site. The following information in regard to the capacity of the existing bridges has been furnished by the Bureau of Public Roads:

Highway Bridge (14th Street) has three 13-ft. lanes outbound and four 12-ft. lanes inbound. Practical capacity has been rated at 5,100 outbound and 6,000 inbound per hour.

Memorial Bridge has three 10-ft. lanes in each direction. Practical capacity because of approaches has been rated at about 4,200 per hour in each direction. This figure has occasionally been exceeded.

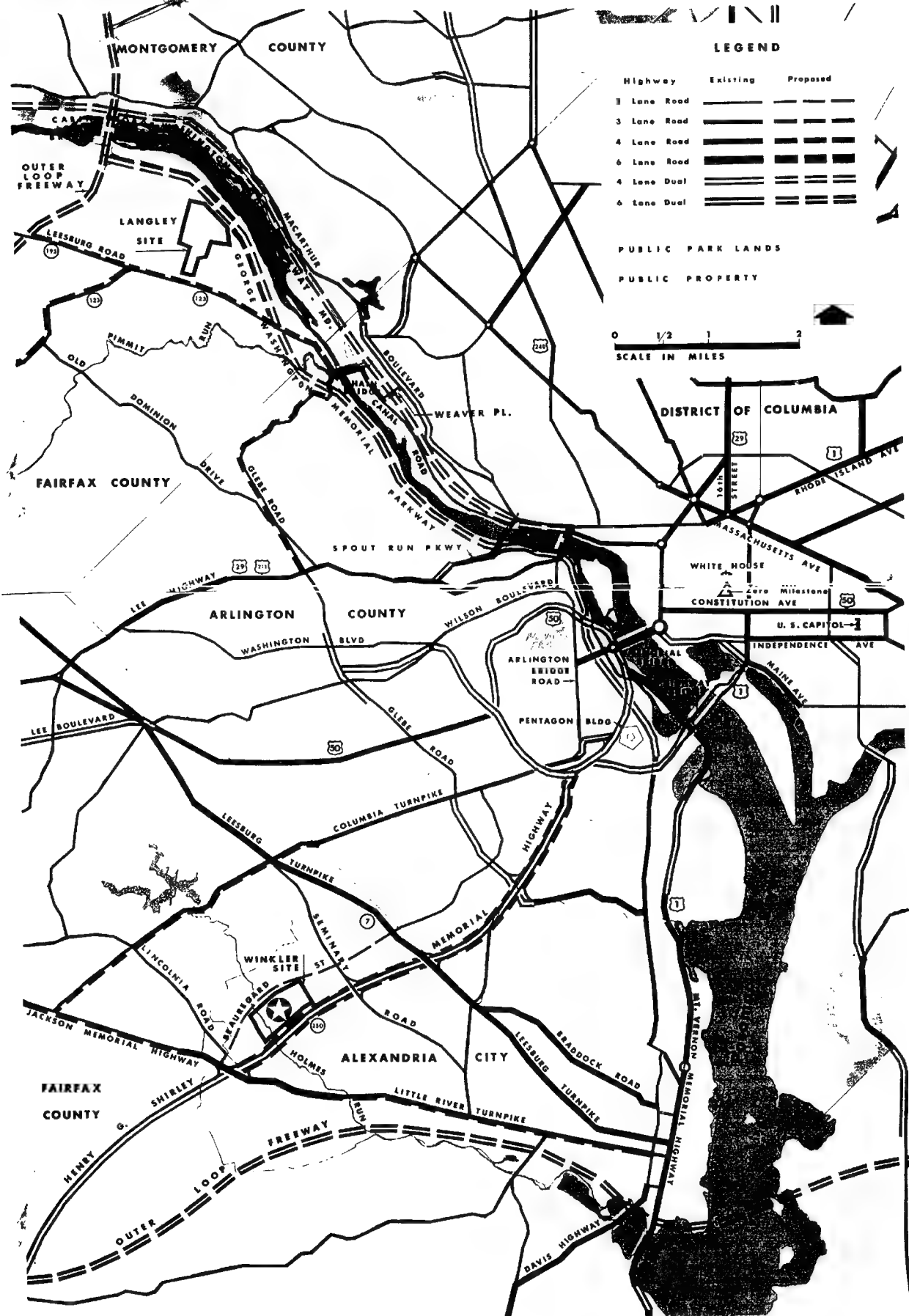
Key Bridge has two lanes in each direction with two street car tracks. Practical capacity is rated at about 2,500 per hour in each direction. The D. C. Highway Department intends to add a lane in each direction to the bridge and to eliminate the street car tracks. This work should be completed within two years.

Chain Bridge is 30-ft. wide. While traffic counts show 1,500 in each direction per hour, it is doubtful if such a figure could be reached in both directions at the same time because of the left turn and traffic light on the Virginia side. The conflict between the opposing direction movements would become material as the movement in each direction became more nearly equal.

A new bridge is proposed to be built at Constitution Avenue within the next three or four years. It will have three lanes in each direction. When complete it will draw off traffic from Memorial and Key Bridges, and some from the 14th Street Bridge.

A comparison of the present traffic counts at the various Potomac River Bridges for the anticipated periods of C.I.A. car movement, with their rated capacities, including the improved Key Bridge, indicate sufficient capacity to accommodate the increased load. The completion of the proposed bridge at Constitution Avenue and the completion of the George Washington Memorial Parkway, should insure adequate capacity for some time.

MAP A EXISTING & PROPOSED ROADWAYS



In considering the handling of C.I.A. traffic, we have assumed that the most difficult situations will occur at the end of the day when the parking areas are discharging. Our report accordingly deals only with exiting from the parking areas.

Staggered working hours have been discussed by the C.I.A. administrative staff and may be instituted at either site. A measure of the stagger schedule which may be required is indicated by the design time estimated for the discharge of the parked cars. We have used theoretical "design time" in estimating exiting requirements. Actual exit times will generally be somewhat less than those stated herein.

WINKLER SITE

Based on the residence distribution of employees, it is assumed that about 3,000 vehicles will use the Shirley Memorial Highway to and from the direction of the District of Columbia. About 300 will use the Shirley Memorial Highway southwesterly from the site and 700 will use a proposed local street that we understand will be built in time to serve this site. Since the major portion of the cars that will park at the Winkler site must use the Shirley Memorial Highway, Chart No. 1 has been prepared to show the time required to merge the anticipated 3,000 cars with the other traffic on the two existing lanes heading in the direction of the District of Columbia. Traffic counts taken by the City of Alexandria in April and May 1955 showed an average of 1,100 cars per hour utilizing the Shirley Memorial Highway in the direction of the District of Columbia between the hours of 4:00 and 6:00 P.M. Using the design criteria, road standards and ramp and lane capacities designated in "A Policy on Geometric Design of Rural Highways" (issued by the American Association of State Highway Officials), Chart No. 1 indicates that a design time of three hours and eighteen minutes would be required to merge these 3,000 cars into the Shirley Memorial Highway traffic. If the traffic on the Shirley Memorial Highway should expand

(c)

30% by 1970, a design time of four hours and ten minutes would be required to merge 3,000 cars.

We understand that there have been some discussions that may eventually lead to the widening of the Shirley Memorial Highway to six lanes at least to King Street; it is practicable to widen this Highway to six lanes as far as the Winkler site. Chart No. 2 shows that the design time for merging traffic from the parking area would then be one hour, thirty minutes. If an additional lane in each direction should be extended for any appreciable distance, it will induce additional traffic and the time required to empty the parking lot would be increased.

In order to reach the bridges across the Potomac from the site, the cars that use the Shirley Memorial Highway must pass through the Pentagon Interchange, which already carries heavy traffic.

LANGLEY SITE

The George Washington Memorial Parkway must be considered as a necessary adjunct to the occupancy of this site by the C.I.A. This fact has already been recognized and the extension of the Parkway from its present terminus at Spout Run Parkway to the site has been included in the authorization for the building if the Langley site is chosen.

Based on the residence distribution of employees, it is assumed that about vehicles will leave the site via the George Washington Memorial Parkway in a southeasterly direction. It is further assumed that will exit via Route 123^{25X1} and will disburse from it into various local routes. The State of Virginia has indicated that a widening of a portion of Route 123 will be carried out.

Since the site will initially be at the northwesterly end of the George Washington Memorial Parkway, there will be no merging problems with respect to emptying the parking lots. Chart No. 3 indicates that the design time to discharge pa^{25X1}

(d)

to the Parkway will be one hour - fifteen minutes. The chart also indicates that 55 minutes will be required to exit [] cars to improved Route 123. If the George Washington Memorial Parkway should be constructed initially with three lanes in the direction of the District, the design egress time for [] cars would be about 50 minutes. See Chart 4.

When the George Washington Memorial Parkway is extended in a north-westerly direction to join the proposed Outer Loop Freeway and the proposed bridge at or near Cabin John, it is assumed that the parked vehicles will split almost equally, that is, [] in either direction. If the Parkway is constructed with a third lane in each direction originating at the site, as recommended in this report, the design time to empty these [] vehicles in each direction would be 43 minutes.

In determining the design exit time of 43 minutes, it was assumed that the Parkway would be carrying other traffic to the extent of 1,100 vehicles per hour. This figure was obtained by taking the present Shirley Memorial Highway count for traffic headed toward the District of Columbia between 4:00 and 6:00 P.M. If the assumed traffic on the George Washington Memorial Parkway should increase by 30% in the year 1970, then the design time for exiting [] vehicles in each direction would be 46 minutes. See Chart 5.

When the Outer Loop Freeway is constructed, a direct connection to it from the site would be desirable. Such a connection in conjunction with Route 123 would reduce the exiting time of [] cars in this direction to 33 minutes.

See Chart No. 6.

CONCLUSION

Basically, the major traffic problem, incident to both the Winkler and Langley sites, is one of getting vehicles to and from the bridges that cross the

(e)

Potomac River. Traffic from the Winkler site must reach these bridges by passing the Pentagon and the Navy Annex, both of which have large parking facilities. If the Winkler site is selected, it is our opinion that there would be considerable vehicular friction between the additional traffic that the C.I.A. building would add to the Shirley Memorial Highway and the other cars moving in the vicinity of the Pentagon. As contrasted to this situation, the Langley site would be served by the extension of the George Washington Memorial Parkway free of any other traffic as far as Route 123. This factor is important because of the scheduled widening of the Key Bridge.

From a long range point of view, the traffic situation at the Langley site will gain further superiority over the Winkler site with the construction of the Outer Loop Freeway and the proposed bridge at or near Cabin John. This future construction will enable a substantial portion of the C.I.A. personnel to reach Northwest Washington and Montgomery County, Md. without entering the congested sections of the District of Columbia. The construction of the Outer Loop Freeway and the bridge at or near Cabin John would also benefit the Winkler site, but to a considerably lesser degree because of the greater mileage that would be imposed upon employees.

In our opinion, the employee traffic situation at the completion of the proposed building construction will be better at the Langley site than at the Winkler site. It is our further opinion, in light of the anticipated highway improvement program, that the Langley site will gain further superiority in the flow of employee traffic.

Next 5 Page(s) In Document Exempt

APPENDIX B

WATER SUPPLY

The results of our investigation of the existing and proposed water supply in the vicinity of both the Winkler and the Langley sites are set forth on Map B.

It has been estimated that the quantity of water required for the proposed installation would be 400,000 gallons per day for summer months (including air conditioning), and 200,000 gallons per day for the balance of the year.

Winkler Site

The Winkler site is serviced at present by a 16-inch water main along the Henry G. Shirley Memorial Highway by a 12-inch spur entering the site. The water for this system is furnished by the Alexandria Water Company, Alexandria, Virginia, with a source of supply at the Occoquan Filter Plant that processes water from the Occoquan Creek. The Alexandria Water Company proposes to build a new one million gallon storage tank at Fort Ward. (See Map B).

In a letter from H. C. Richards, Manager, the Alexandria Water Company to Col. L. K. White dated October 20, 1955, it was stated:

"Available and proposed supplies would appear to be more than ample to meet the C. I. A. project and adjacent development requirements."

Langley Site

Water for the Langley site will be furnished by the City of Falls Church which purchases its water from Arlington County by an agreement entitled: "Agreement for Sale and Delivery of Water by Arlington County to the City of

(g)

Falls Church" dated October 7, 1950, copy herewith attached. Paragraph (5) states: "This Agreement is made for an initial period of three years and shall be automatically renewed unless notice is given by either party to the other, six months in advance of any contract period, and it is further agreed by the Seller that if the Contract is to be terminated that he will allow the Purchaser sufficient additional time to arrange and to obtain another connect on to the District of Columbia system before the connection to the Seller's system is discontinued".

The source of the Arlington County water is the Dalecarlia Reservoir and Filter Plant operated by the U. S. Corps of Engineers. The water is pumped from the Potomac River.

The City of Falls Church has an agreement, dated December 1, 1954, with the District Engineer of the Washington District, Corps of Engineers, for the construction of a 36-inch pipe line across the Potomac River as part of the Little Falls Dam Project at Snake Island. It is proposed to connect this pipe line to the Dalecarlia Filtration Plant and to the City's water system. (See Map B).

Present service in the vicinity of the Langley site consists of a 24-inch trunk line serving McLean along Route 123 to Pine Tree Road with a 6-inch pipe extension to Basil Road.

Mr. James W. Head, Jr., Director, The Office of Public Utilities, City of Falls Church, was asked how soon an extension could be built from the existing 6-inch line in Route 123 to the C.I.A. property line and whether the City would expand its mains as may be necessary adequately to serve the proposed improvements. Mr. Head wrote Col. L. K. White on October 20, 1955:

(h)

"Such an extension can be made, and will be made by the City at its own expense, within a matter of weeks from the time it is requested. If a larger line is required, the City will provide same, either by increasing the size or by installing part or all of the parallel 24-inch trunk main proposed along Route 123 from the end of our present 24-inch main at Pine Tree Road to a point beyond the site in question. Either of these alternates would be done at City expense, and as an indication of our ability to carry out this promise, it may be pointed out that we have budgeted in the present fiscal year the sum of \$466,550.00 for renewing, rebuilding and extending our water system. Of this amount, only \$59,937.63 had been expended in the first three months of the fiscal year (July 1 - September 30, 1955)."

In an earlier letter to Col. L. K. White dated April 1, 1955, Mr. Head wrote:

" we wish to advise that the City of Falls Church feels fully capable of handling the water demands in the area and does not require any proposal for financial help from the Federal Government."

AGREEMENT FOR SALE AND DELIVERY OF WATER BY
ARLINGTON COUNTY TO THE CITY OF FALLS CHURCH

THIS AGREEMENT made and entered into on this the 7th day of October, 1950, by and between Arlington County, Virginia, party of the first part, hereinafter called the "Seller" and the City of Falls Church, Falls Church, Virginia, party of the second part, hereinafter called the "Purchaser", witnesseth that,

(A) WHEREAS, Public Law 118, 80th Congress, Chapter 149, 1st Session, approved June 26, 1947, authorizes the Secretary of the Army, upon the recommendation of the Chief of Engineers and the Board of Commissioners of the District of Columbia, to permit the delivery of water from the District of Columbia and Arlington water systems to the Falls Church or other water systems within the metropolitan area of the District of Columbia in Virginia, and

WHEREAS, pursuant to such authority, the Secretary of the Army has granted permission for the delivery of water from the water system of the District of Columbia to the City of Falls Church, Virginia, and

WHEREAS, in accordance with said Public Law 118, the Secretary of the Army and the Board of Commissioners of the District of Columbia have approved the payment for said water as hereinafter set forth.

NOW, THEREFORE, the parties hereto do hereby agree to comply with all provisions of the said Public Law 118, and they further agree as follows:

(1) That the Seller agrees to deliver water to the Purchaser at a connecting point on the Seller's mains between Pimmit Run and the Potomac River at the Virginia end of the Chain Bridge over the Potomac River through the Seller's connecting piping system. This water will be obtained from the water supply system of the District of Columbia at the Seller's existing connections to the third high-service transmission main at the Dalecarlia Filtration Plant. The Seller agrees to deliver the water to the said connecting point at the pressure available in the so-called "third high service area" of the District of Columbia water supply system, less the friction loss through the piping system from the reservoir to the connecting point. The Seller agrees to permit a connection to its existing 24 in. main at the above specified point. Such connection to the Arlington County system shall be made in accordance with the requirements of the Seller and as such times as mutually agreeable.

(2) The Purchaser agrees to accept delivery of the water at the above specified point at the available pressure and agrees to install the necessary connecting piping and to install a venturi type recording meter, as near as possible to the connecting point, which shall record and totalize the flow of water through this connection. This venturi meter equipment shall indicate the rate of flow and show by the totalizer instrument the cumulative flow of water through the line. An instrument shall be provided with daily recording charts, which shall continuously indicate and record the rate of flow and on which may be marked the total flow for the 24 hour period, covered by the chart and as shown by the totalizer of the venturi meter instrument. The Purchaser further agrees to permit the Seller access to this meter at all times and the Seller shall have the right to check this instrument at any time, both for accuracy and efficiency of operation. The recording charts shall be made available to the Seller at his request and shall be kept on file by the Purchaser for a period of not less than 5 years. This instrument shall be visited daily by a representative of the Purchaser and a new chart installed once every 24 hours. The Purchaser agrees to install the recording venturi meter instrument in a concrete or brick housing adjacent to the connection and to which the Seller shall have access at his convenience.

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(3) The Seller agrees to make a connection between the water distribution system of Arlington County and the distribution of the City of Falls Church as a stand-by service in case of an emergency to either system. The Purchaser further agrees to permit the Seller to obtain water from the Falls Church system in case of an emergency to the Arlington County system, which may be served through the Falls Church system.

(4) The Purchaser further agrees to pay to the Seller \$55.00 per million gallons, this being considered an equitable charge for water delivered to the Purchaser at its connection to the Seller's main near the Virginia end of Chain Bridge. It is further agreed that this price may be adjusted from time to time to directly reflect any increase or decrease in the charge for water made by the District of Columbia for water delivered to the Seller or to reflect increases or decreases in the cost to the Seller of delivering water. The Purchaser agrees to pay to the Seller once each thirty days for the quantity of water delivered to the Purchaser and based on the quantities indicated by the recording instrument of the venturi meter hereinbefore described plus a periodically determined increment which shall represent the flowthrough the venturi meter at such times as the rate of flow is below the minimum capacity of the instrument.

(5) This agreement is made for an initial period of three years and shall be automatically renewed unless notice is given by either party to the other, six months in advance of any contract period, and it is further agreed by the Seller that if the Contract is to be terminated that he will allow the Purchaser sufficient additional time to arrange and to obtain another connect on to the District of Columbia system before the connection to the Seller's system is discontinued.

IN WITNESS WHEREOF the parties hereto executed this agreement on the day and date first above written in 5 counterparts, each of which shall without proof or accounting for the other counterparts be deemed as an original contract.

Witness:

(signed) Harry E. Wells
(SEAL) City Clerk

Witness:

Elizabeth H. Agnew
Attest: Clerk

CITY OF FALLS CHURCH, VA.

By (signed) Albert M. Orme, Mayor

By County Board of Arlington

County, Va.

By (signed) Daniel A. Dugan
Chairman

Apr 17 1951
Payment provisions approved:

Board of Commissioners, D. C.

BY: (signed) G. M. Thornett
Secretary to the Board

Delivery of water, and
payment provisions, approved: Jun 13 1951

(signed) Frank Pace Jr
Secretary of the Army

Approved May 10, 1950
(signed) Larue Van Meter
City Atty

STATE OF VIRGINIA
COUNTY OF FAIRFAX, to wit:

I, Elizabeth C. Myers, a notary public in and for the County aforesaid in the State of Virginia, do hereby certify that this is a true and correct copy of the AGREEMENT FOR SALE AND DELIVERY OF WATER BY ARLINGTON COUNTY TO THE CITY OF FALLS CHURCH signed by the parties thereto, on the 7th day of October 1950.

Given under my hand this 20th day of October 1955

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Elizabeth C. Myers
Notary Public Commission Expires October 31st, 1958

APPENDIX C

SANITARY SEWERS AND
SEWAGE DISPOSAL

Our study of the sewage disposal problem in the vicinity of both the Winkler and the Langley sites was based on an approximate discharge of 200,000 gallons per day.

Winkler Site

At the present time, there is a 30-inch Fairfax County sanitary sewer which crosses the Winkler tract. The best available information indicates that this sewer is nearing its capacity. In addition to this sewer, the City of Alexandria Sanitation Authority, is at present constructing an intercepting sewer that runs parallel to the present trunk line on the property. This new trunk line will flow to the City of Alexandria Sanitation Authority Sewage Treatment Plant now under construction at Hunting Creek; the effluent will discharge into the Potomac River. (See Map B).

Mr. James J. Corbalis, Jr., Engineer-Director, City of Alexandria Sanitation Authority, in a letter to Col. L. K. White dated October 20, 1955 that describes these facilities states in part:

"These facilities are also being constructed to meet
the expected needs of the year 2000."

Langley Site

There is no existing public sewage disposal facility available at the Langley site at this time. The nearest treatment facility is the proposed Sewage

(j)

Treatment Plant about to be constructed on Pimmit Run; the contract for this facility is about to be let. It is designed as a secondary treatment plant with a present capacity of 7,500 persons, a future immediate expansion to 10,000 persons possible and a further expansion to 20,000 persons if necessary.

(See Map B).

The disposal of sewage at the Langley site falls under the jurisdiction of the Board of County Supervisors of Fairfax County, Virginia. Accordingly we discussed the disposal problem with representatives of the County. The Board of County Supervisors indicated that they will provide a sewer line to the site as set forth in a resolution dated May 18, 1955 that states in part:

" . . . the County can assure within two years from this date the availability of sewers for the facility contemplated on a basis of charges or rentals for such sewer service at figures which will not exceed the regular charges elsewhere in the County."

Mr. Carlton C. Massey, County Executive, Fairfax County, in a letter to Director Allen W. Dulles dated June 30, 1955, further clarified this resolution:

"It has come to my attention that the meaning of this action of the Board may not be completely clear and I am, therefore, writing to advise that from the discussion by the Board in connection with this matter there is no doubt in my mind that the Board intended to convey its willingness to provide a sewer immediately available to the property to be occupied by the C.I.A. with no part of the cost to be borne by the Federal Government and

(k)

that the customary connection charges as set forth in our rate schedule and the customary quarterly service charges set forth in the same schedule would be applicable to this installation.

"These connection charges and quarterly service charges would be the same as those applicable to any other commercial building in the County of Fairfax."

In view of the action taken by the Board of County Supervisors of Fairfax County, it appears evident that sewage treatment will be available by the time the C.I.A. Building is completed.

SURFACE RUN-OFF

Winkler Site

The surface waters at the Winkler site may be drained by a network of pipes of sizes, as required, through catch basins draining into Holmes Run that crosses the site.

Langley Site

At the Langley site, surface waters may be drained into Pimmit Run, that empties into the Potomac River below Chain Bridge or directly into the Potomac, or into both.

The question has been raised concerning whether or not the Corps of Engineers object to discharging ground waters into the Potomac. The position of the Corps of Engineers was clarified in a letter to Mr. H. Bartholomew, Chairman, National Capital Planning Commission from Colonel Ray Adams, Corps of Engineers, dated August 10, 1955:

"The Central Intelligence Agency had some concern that

this office, in referring to the Potomac watershed, might be thinking partly of contaminated surface runoff. Such is not the case; the position of the Corps of Engineers applies to sanitary sewage effluent."

(m)

APPENDIX D

TELEPHONE

As a basis for our investigation of telephone service, it was determined to use the present installation of the various C.I.A. buildings with slight variations.

Winkler Site

Our studies indicated that the Chesapeake and Potomac Telephone Company is now completing a new exchange building in the area of the Winkler tract.

Langley Site

The existing facilities in the vicinity of the Langley site are of a minor nature.

In a letter from John O. Henderson, District Commercial Manager, The Chesapeake and Potomac Telephone Company, to Col. L. K. White, dated October 18, 1955, copy herewith attached, the following is set forth:

"This confirms a telephone conversation today between Mr. J. J. Candela of your Planning Staff and Mr. J. J. Miller, Service Manager, C. & P. Telephone Company wherein the telephone company agrees to furnish metropolitan area telephone service to either of the two proposed new locations for your agency, namely, Langley, Virginia or the site at Seminary Road and Shirley Highway,

(n)

by the fall of 1958."

ELECTRIC LIGHT AND POWER

A complete investigation of the existing and proposed supply of electricity at both the Winkler and Langley sites was made. The criteria for our investigation was based upon an estimated power demand of 10,000 KW for permanent use and a possible 200 to 300 KW demand for temporary construction purposes.

Winkler Site

As a result of this investigation, it was determined that the Virginia Electric and Power Company maintains a 22 KV line across the Winkler site with sub-stations located at Shirley, Duke and Bailey's Crossroads. (See Map B).

Langley Site

The Langley site has no existing transmission lines in the immediate vicinity. However, there are sub-stations at McLean, Chesterbrook and Gulf Run, with 22 KV transmission lines connecting these stations. (See Map B).

In a letter from Mr. R. C. Hopkins, District Manager, Virginia Electric and Power Company to Col. L. K. White, dated October 20, 1955, copy attached herewith, it is stated:

"In regard to the temporary power service for construction purposes, this can be made available on 60 to 90 days' notice from existing 4 KV feeders in the respective areas.

"In regard to the 10,000 KW of permanent power for the project, we enclose herewith a map of the area, which in-

(o)

cludes both proposed sites, showing our power supply and distribution facilities in the entire area. You will note that there are three major sources of supply from 110 KV transmission lines which supply a 22 KV sub-transmission system throughout the entire area. Any part of the sub-transmission system has ample capacity to supply the requirements of this project at either of the two proposed locations or elsewhere in the general area."

It is evident from the above statement that the Virginia Electric and Power Company will extend their services to either the Winkler or Langley site to meet the assumed requirements.

(p)

THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY

930 H STREET NORTHWEST

WASHINGTON 5, D. C.

JOHN O. HENDERSON
DISTRICT COMMERCIAL MANAGER
GOVERNMENT SERVICE

TELEPHONE
METROPOLITAN 7-9900

October 18, 1955

Mr. L. K. White
Central Intelligence Agency
2430 E Street, N. W.
Washington 25, D. C.

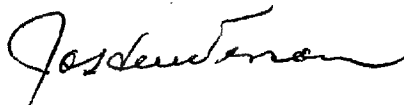
Attention: Mr. H. S. Chandler:

Dear Mr. White:

STAT [] This confirms a telephone conversation today between Mr. [] of your Planning Staff and Mr. J. J. Miller, Service Manager, C. & P. Telephone Company wherein the telephone company agrees to furnish metropolitan area telephone service to either of the two proposed new locations for your agency, namely Langley, Virginia or the site at Seminary Road and Shirley Highway, by the fall of 1958. This information, while not complete in details, would meet the requirements discussed in a meeting with Messrs. [] STAT [] of your office on October 7, 1955.

STAT In connection with the above mentioned locations, nominal metropolitan area telephone service could also be made available to the contractor, if the telephone company receives notice sixty days in advance of the date service is desired.

Very truly yours,



District Commercial Manager
Government Service

VIRGINIA ELECTRIC AND POWER COMPANY



Alexandria, Virginia
October 20, 1955

Col. L. K. White, Deputy Director
Central Intelligence Agency
2430 E Street, N. W.
Washington 25, D. C.

Attention:

STAT

Dear Sir:

This is with reference to the meeting in Mr. Edward Holland's office in Alexandria, Virginia, on October 18, 1955, with your Mr. and Mr. Harry Trager of Clark and Rapuano, and Messrs. W. I. Gideon and D. W. Poole of Virginia Electric and Power Company, concerning the supply of electricity for the proposed CIA project.

STAT

There were two proposed sites under consideration, one known as the Winkler Tract off Shirley Highway and the other a tract of land in the Langley area.

The discussion was in regard to the availability of 200 to 300 KW of power for temporary use during construction of the project and for an estimated amount of 10,000 KW of power for permanent use by the project when completed.

In regard to the temporary power service for construction purposes this can be made available on 60 to 90 days' notice from existing 4 KV feeders in the respective areas.

In regard to the 10,000 KW of permanent power for the project, we enclose herewith a map of the area, which includes both proposed sites, showing our power supply and distribution facilities in the entire area. You will note that there are three major sources of supply from 110 KV transmission lines which supply a 22 KV sub-transmission system throughout the entire area. Any part of the sub-transmission system has ample capacity to supply the requirements of this project at either of the two proposed locations or elsewhere in the general area.

VIRGINIA ELECTRIC AND POWER COMPANY TO Col. L. K. White

SHEET No. 2

We appreciate your inquiry for this service and shall be glad to discuss the matter in more detail at your convenience.

Very truly yours,

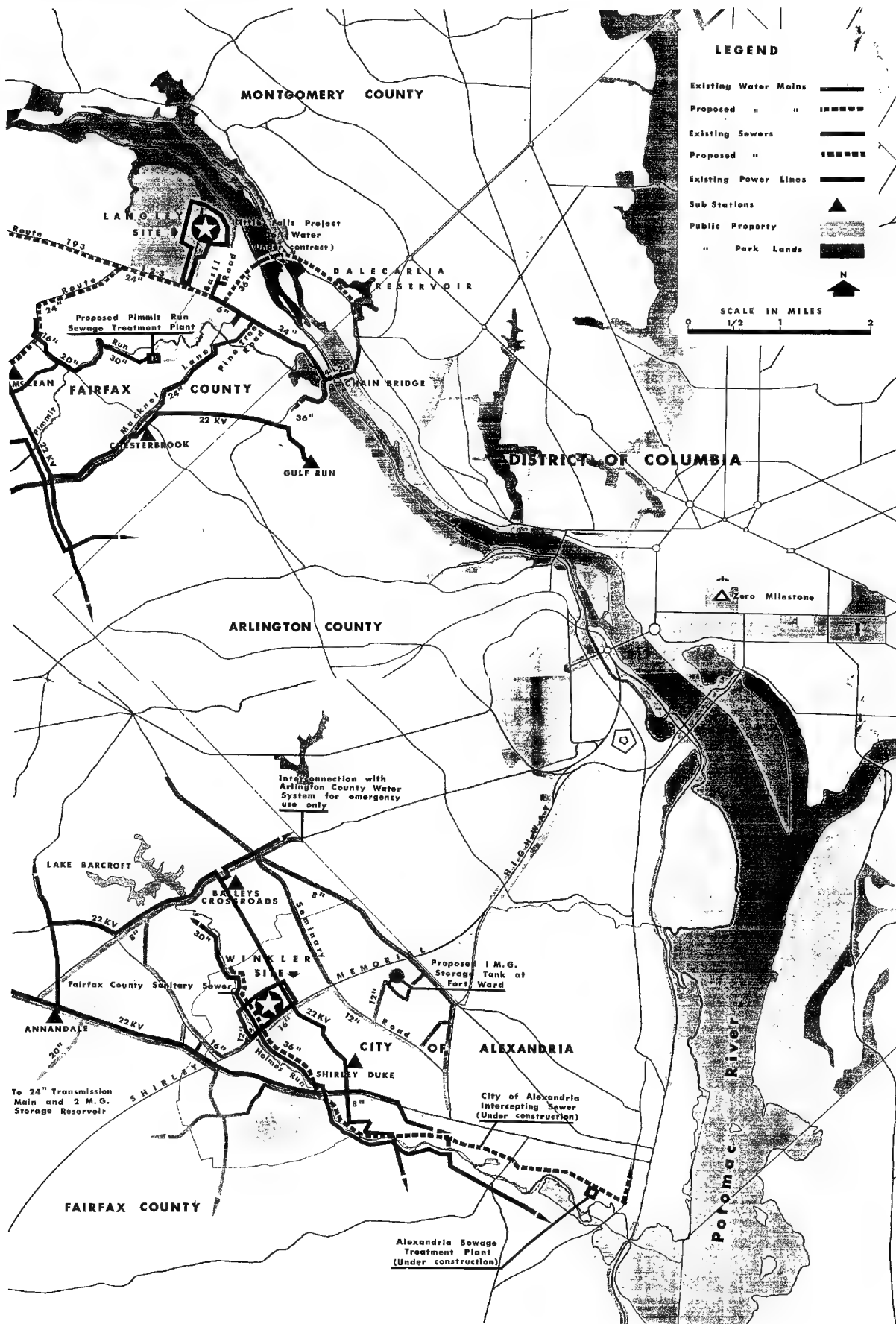

R. C. Hopkins
District Manager

enclosure

MAP B

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EXISTING & PROPOSED UTILITIES



CENTRAL INTELLIGENCE AGENCY
WASHINGTON 25, D. C.

6 December 1955

Clarke & Rapuano
145 East 32nd Street
New York 16, New York

Gentlemen:

The National Capital Regional Planning Council met yesterday to consider your "Report on the Proposed Location for a New Headquarters for the Central Intelligence Agency" which had been referred to the Council for its consideration by the National Capital Planning Commission following our presentation to the Commission, in which you participated, on 4 November 1955.

The Council indorsed the Langley site by a vote of five to three with two members abstaining. However, several questions with regard to the Report were raised by Mr. Paul Watt, Staff Director of the NCRPC, in his report to the Council. As I understand it, Mr. Watt's report, along with the recommendations of the Council, will be submitted to the Commission and will be considered initially on 7 December 1955 by a special committee established by the Commission for this purpose.

The National Capital Planning Commission is scheduled to consider this matter again on 15 December 1955. We are, of course, anxious to assist them in any possible way in the further clarification of points at issue or in the presentation of additional information which might aid them in arriving at their conclusions. To this end I have forwarded to you a copy of Mr. Watt's report and would be grateful for any additional information you could supply which would be of assistance either to us or to the Commission.

Sincerely,



D. R. WHITE
Deputy Director

STAT

GILMORE D. CLARKE
MICHAEL RAPUANO

RALPH L. MAC DONALD
WILLIAM S. BOICE
M. BETTY SPROUT
MALCOLM KIRKPATRICK
HANNES B. KAINO
RICHARD C. MURDOCK
JENNINGS E. EKEBLAD
VINCENT C. CERASI
JOSEPH F. BISIGNANO
JAMES S. AYERS
DAVID J. O'BRIEN
CONSULTING ENGINEERS
LESLIE G. HOLLERAN
CHARLES MAC DONALD

GILMORE D. CLARKE • MICHAEL RAPUANO
CONSULTING ENGINEERS AND LANDSCAPE ARCHITECTS
145 EAST 32ND STREET • NEW YORK 16 • N.Y.
MURRAY HILL 3-6152

December 12, 1955

Colonel L. K. White
Deputy Director
Central Intelligence Agency
2430 "E" Street
Washington 25, D. C.

Dear Colonel White:

This will acknowledge your letter of December 6, together with certain enclosures, relating to certain questions that have been raised in connection with the location of the proposed Central Intelligence Agency Headquarters. In a telephone conversation on December 7, you indicated that you would like to have us comment on Circular Memorandum No. 57 of the National Capital Regional Planning Council that was prepared by Director Paul C. Watt. Subsequently I talked with [REDACTED] on Friday, December 9, at which time he raised certain specific questions that you would like to have us answer.

STAT

One of the questions raised in the Memorandum has to do with zoning. It seems to us that the question respecting zoning is covered on pages 12, 13, and 14 of our report under the paragraph entitled "IMPACT OF C.I.A. DEVELOPMENT ON FAIRFAX COUNTY", as follows:

"The impact of this proposed C. I. A. development of the Langley site upon the immediately surrounding areas in Fairfax County will no doubt be felt, but this should result in a minimum of detrimental effect by reason of the fact that the site for the C. I. A. Headquarters (a) borders upon a strip of public park land which extends to the Potomac River on the north and partly on the east sides; (b) is insulated on the west side by wooded areas of public lands under the jurisdiction of the Bureau of Public Roads; (c) will be insulated by

"a wide strip of forest land on the south side along the Leesburg Road. An additional factor that will lessen the impact of this proposed development upon the immediate surrounding areas of Fairfax County is the fact that the largest number of employees (over 68 percent) will enter the property via the George Washington Memorial Parkway to be situated on park lands north of the proposed C. I. A. Headquarters generally along the Potomac River. Approximately 31 percent of the employees at present live in Virginia and some of these will also use the parkway in going to and returning from work. In the circumstances, we doubt whether more than a very few of the C. I. A. employees will find it necessary to change their places of residence by reason of the location of the Headquarters at Langley; this site, we believe, is the most convenient to the largest number. If the Zoning Board of Appeals, representing the people of Fairfax County, take their task seriously and uphold the zoning scheme as at present planned, then there need be no cause for concern. In these circumstances the C. I. A. Headquarters cannot help but become a distinct asset to the County. "

Director Dulles has already expressed the desire of the Central Intelligence Agency to support adequate zoning regulations in the Langley area, inasmuch as it would be "as beneficial to the C. I. A. as it would be to the residents. " He has assured the Chairman of the National Capital Planning Commission "that if our Headquarters were to be located at the proposed site, we would cooperate in every possible respect with the County Authorities in this matter. "

Another question that has been raised has to do with the quality of the water in the Potomac River below Little Falls. We have read resolutions of assurance from Fairfax County officials that the sewage from the Langley site will be treated in a new plant and that the effluent will be discharged into Pimmit Run, entering the Potomac below Little Falls, thus insuring that there will be no pollution of the Potomac River water supply. The quality of the water below Little Falls will be adequately protected by the Virginia Water Control Board and the Corps of Engineers who have jurisdiction.

Still another question has to do with the matter related to omnibus transportation. On page (a) of Appendix A, entitled "VEHICULAR TRAFFIC", of our report we state: "we are informed that either of the bus companies that operate in the general area is prepared to expand their operations as necessary to serve adequately whichever of the two sites may be chosen."

In a letter from Mr. R. C. Bennett, Vice President and Assistant General Manager of the Washington, Virginia and Maryland Coach Co., Inc., to Colonel L. K. White, it is stated "we wish to assure the Agency (C.I.A.) that our full cooperation and all necessary bus services will be rendered should the Langley site be chosen." This communication is dated September 12, 1955.

Circular Memorandum No. 57 raises some points with respect to automobile traffic; one point has to do with the minimum requirements of operation of the C.I.A. after establishment at Langley. The writer attempted to make it clear, at a hearing before the National Capital Planning Commission on November 4, that the Langley site would be served adequately (a) by the planned improvement of Route 123, (b) by the construction of the George Washington Memorial Parkway extended from its present terminus to the site and (c) by the planned improvements to the Key Bridge. The Parkway is planned to be constructed as a four-lane separated facility, two lanes in each direction. In our opinion Route 123 and the Parkway will serve adequately as a means of access to C.I.A. Headquarters. It should be noted that no other traffic, except that bound for C.I.A. Headquarters, will go further north on the Parkway than the intersection with Route 123 until such time as the Parkway is extended still further north to connect with the proposed Cabin John Bridge. Whereas, in our report, we did not indicate in detail the places of residence of the 37% of the employees living in the District of Columbia N.W., these places of residence are so situated that the large majority of those using automobiles to travel between District of Columbia N.W. and the Langley site will use the Key Bridge, the Arlington Memorial Bridge and the proposed new Constitution Avenue Bridge. The extension of the George Washington Memorial Parkway (Virginia), the planned improvements to the Key Bridge, and of a section of Virginia State Highway Route No. 123, are the only improvements necessary now to accommodate C.I.A. traffic to and from the Langley site. It would be helpful to have certain other existing roads improved and to have Chain Bridge widened, as stated in our original report, but these will not be required until they come within the time scheduled for development either by the District of Columbia or by Fairfax County.

December 12, 1955

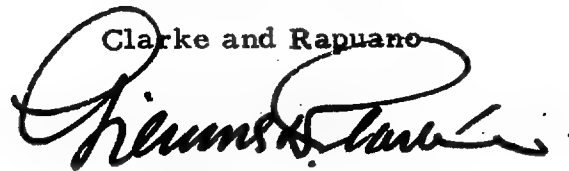
Certain other improvements would be helpful to the Langley site, including the construction of the George Washington Parkway in Maryland, the construction of the new Cabin John Bridge and its approach arteries, both in Maryland and in Virginia. These and other improvements will be useful to the C.I.A. but they are not required by reason of the fact that the C.I.A. may be situated at Langley.

Our review of Circular Memorandum No. 57 indicates to us no evidence that would cause us to alter our statement in the summary of the report that,

"It is important to take a long range view of this large undertaking. The Central Intelligence Agency is a permanent division of government. The fact remains that the site at Langley is, in our opinion, the best possible site we know to be available which meets the established criteria. We unhesitatingly recommend it."

Very truly yours,

Clarke and Rapuano



Gilmore D. Clarke

f-31

DCI-6

REPORT ON THE PROPOSED LOCATION FOR A NEW HEADQUARTERS FOR THE CENTRAL INTELLIGENCE AGENCY

THE OFFICE OF

GILMORE D. CLARKE - MICHAEL RAPUANO

145 EAST 32nd STREET

HS/HC-849

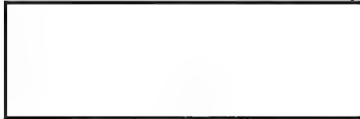
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2/9/60

MEMORANDUM FOR: MR. DULLES

This is a draft of Clarke and Rapuano's report without the attachments.

Rapuano is coming down on Tuesday, and if we have changes to suggest at that time he will take them back and have the report in final form by the end of next week.


L. K. WHITE

22 Oct 55
(DATE)

STAT

FORM NO. 101
AUG 54

REPLACES FORM 10-101
WHICH MAY BE USED.

(4)

GILMORE D. CLARKE
MICHAEL RAPUANO
RALPH L. MACDONALD
WILLIAM S. BOICE
M. BETTY SPROUT
MALCOLM KIRKPATRICK
HANNES E. KAINO
RICHARD C. MURDOCK
JENNINGS E. EKEBLAD
VINCENT C. CERASI
JOSEPH F. BISIGNANO
JAMES S. AYERS
DAVID J. O'BRIEN
CONSULTING ENGINEERS
LESLIE G. HOLLERAN
CHARLES MACDONALD

GILMORE D. CLARKE • MICHAEL RAPUANO
CONSULTING ENGINEERS AND LANDSCAPE ARCHITECTS
145 EAST 32ND STREET • NEW YORK 16-N.Y.
MURRAY HILL 3-6152

October 25, 1955

Honorable Allen W. Dulles
Director, Central Intelligence Agency
Washington 25, D.C.

Dear Mr. Dulles:

You directed us to make a study of certain suggested sites for a new headquarters building for the Central Intelligence Agency. This we have done and we present herewith our findings. In addition to the report appended herewith, we shall submit, separately, appendices to it to cover, in some detail, the factual data respecting automobile traffic arteries, water supply, sewage disposal, and telephone, electric light and power services.

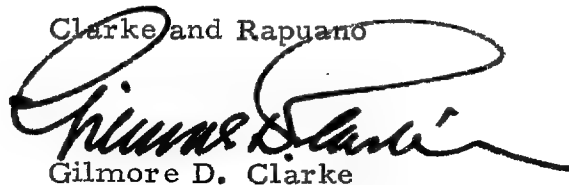
We wish to express our appreciation to Deputy Director White and to Messrs. Garrison and of the Agency Staff; their assistance was invaluable.

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We take this opportunity to thank all those, outside of the Central Intelligence Agency, who assisted us in this study.

Very truly yours,

Clarke and Rapuano



Gilmore D. Clarke

THE REPORT ATTACHED TO THIS LETTER WAS ATTACHED
AS AN ENCLOSURE TO DD/S-55-2~~3~~25.

Laq - 10/29/55

AREA OR COUNTRY(S)	Approved For Release 2006/02/07 : CIA-RDP84-00499R000100090044-9	DOCUMENT
HQ	OL Ceremonies, Construction, ANDERSON,	DATE:
	RECD* Cornerstone, Engineering, Peyton F.	June 73
	DDA Headquarters Building, PFEIFFER, Jack	CLASS.: S
	DDS New Building, Property, B.	NO.: DCI-6
	DCI Real Estate	LOCATION: HS
IDENTIFICATION OF DOCUMENT (author, form, addressee, title & length)		
Planning and Construction of the Agency Headquarters Building January 1946-July 1963 by Peyton F. ANDERSON and Jack B. PFEIFFER Vol. I Text, Vol. II, Appendixes, 9 preliminary pages, 204 pages of text, 16 appendixes totaling 297 pages, 41 photographs.		

ABSTRACT

History of the planning, acquisition, construction and occupancy of the CIA Headquarters Building. Use of Diary Notes of Col. L. K. White are highlighted.

* Real Estate and Construction Division of OL

Source References used in history filed in HS/HC 8496

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Appendix L

Photographs

Figure 1 Aerial view, original Headquarters Area, 2430 E Street NW, Washington, D. C. Building with light roof was Central Building; smaller building on courtyard was East Building; and the third building was the Administration Building (formerly the South Building).

Figure 2 Central Building, 2430 E Street NW.

Figure 3 East Building, 2430 E Street NW.

Figure 4 Administration Building, 2430 E Street NW.

Figure 5 Alcott and Barton Halls (scientific and technical intelligence centers).

Figure 6



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Figure 7

Figure 8 Tempos I, J, K, and L



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Figure 9 1016 16th Street NW (Office of Personnel and Office of Training facilities. Also overt employment office for Agency as listed in telephone directory(2))

Figure 10 Site and block model, Campus Scheme, 1956.

X Figure 11 Cornerstone ceremony, Headquarters Building, 3 November 1959.

X Figure 12 Cornerstone, Headquarters Building

7 Figure 13 Building under construction, 1959-60.


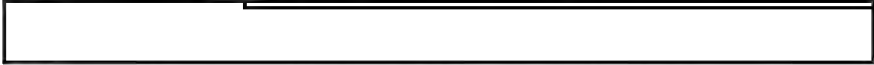

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- Figure 14 Aerial view, Main entrance. Auditorium under construction (Summer 1962).
- Figure 15 Aerial view, Main and North entrances, auditorium under construction (Summer 1962).
- 7. Figure 16 Aerial view, Main entrance (Spring 1963).
- 7. Figure 17 Aerial view, North end (Spring 1963).
- Figure 18 Aerial view, road system and Headquarters area. (GW Parkway access at top of photo. Printing Services Building and part of steam plant visible center and lower left.)
- Figure 19 Aerial view, access road from Route 123.
- Figure 20 Aerial view, cafeteria entrances (Summer 1963).
- Figure 21 Auditorium, main entrance (Summer 1963).
- Figure 22 Auditorium, side view.
- Figure 23 Auditorium, close up of dome paneling and junction of auditorium lobby with amphitheater.
- Figure 24 Auditorium, lobby entrance.
- Figure 25 Auditorium, construction detail, lobby entrance.
- Figure 26 Mr. Dulles's "campus." (SE corner of building in foreground).
- Figure 27 Main entrance, construction detail.
- Figure 28 Canopy, main entrance, construction detail.
- Figure 29 Cafeteria, arches and windows.
- Figure 30 Cafeteria, windows and arches.

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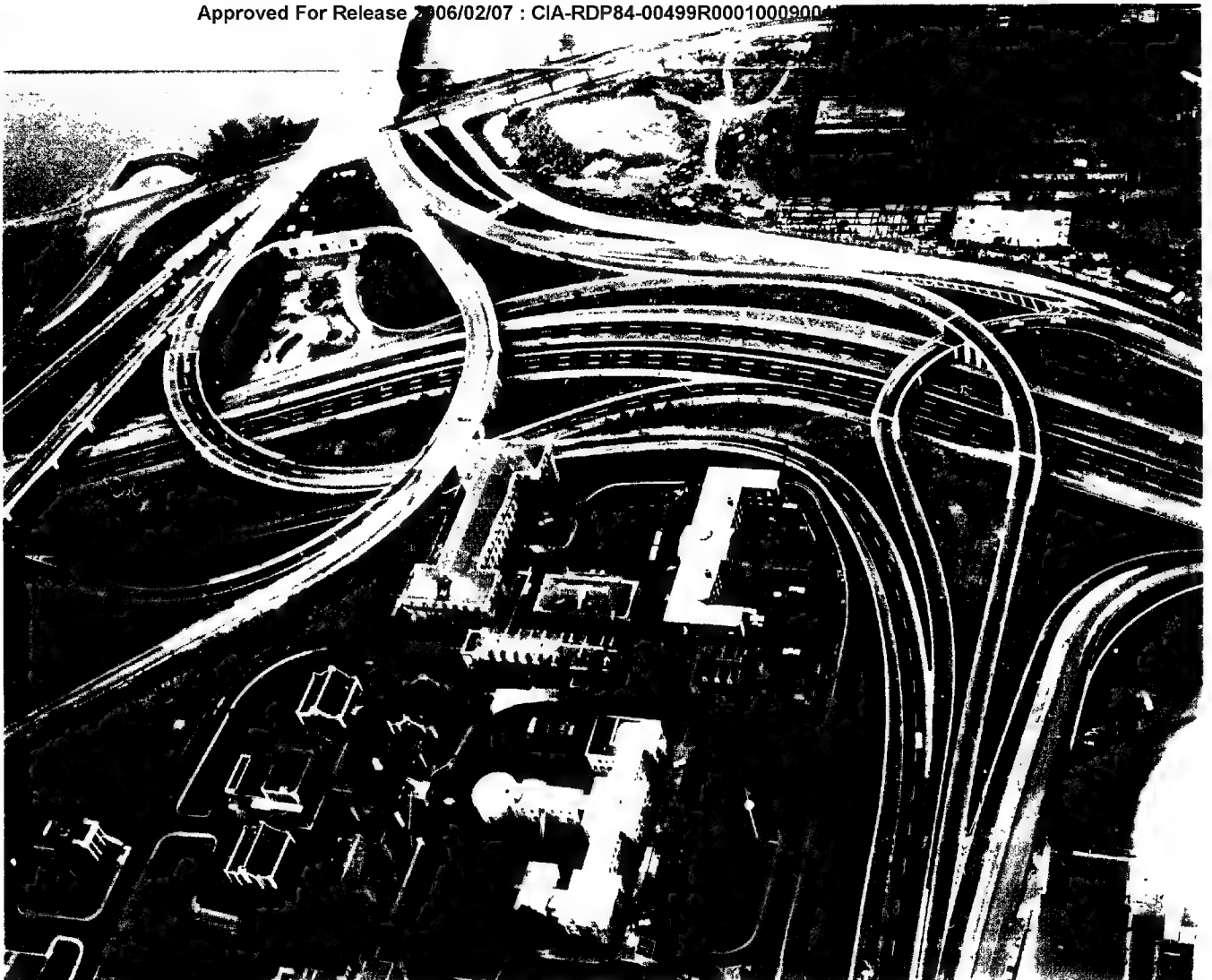
- Figure 31 Cafeteria, arches and reflections. (Note construction detail of arches.)
- Figure 32 South cafeteria, arches over entrance.
- Figure 33 North Cafeteria, interior detail.
- Figure 34 Cafeteria, side view.
- Figure 35 Courtyard, Headquarters Building.
- Figure 36 Lobby and CIA Seal, main entrance.
- Figure 37 Lobby, main entrance.
- Figure 38 Corridor on courtyard, first floor.
- Figure 39 Leased property: (1) Chamber of Commerce Building and (2) 1000 Glebe Road, Arlington, Virginia. 

- Figure 40 Leased property: (1) Key Building and (2) Ames Building, Rosslyn (Arlington), Virginia.
- Figure 41 

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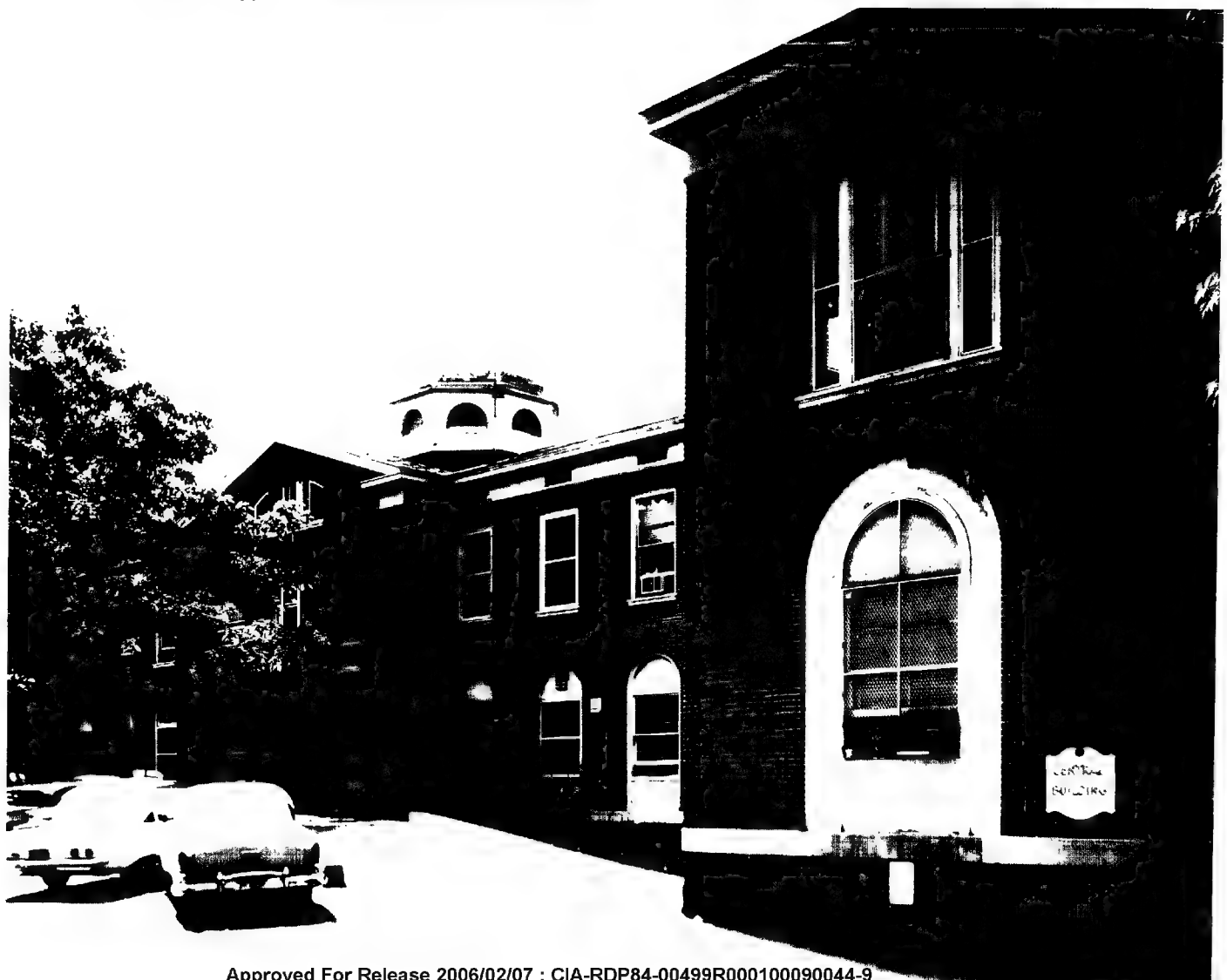
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Figure 2
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Coastal building, 2430 E Street NW

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Figure 3. East Building, 2430 E Street NW.

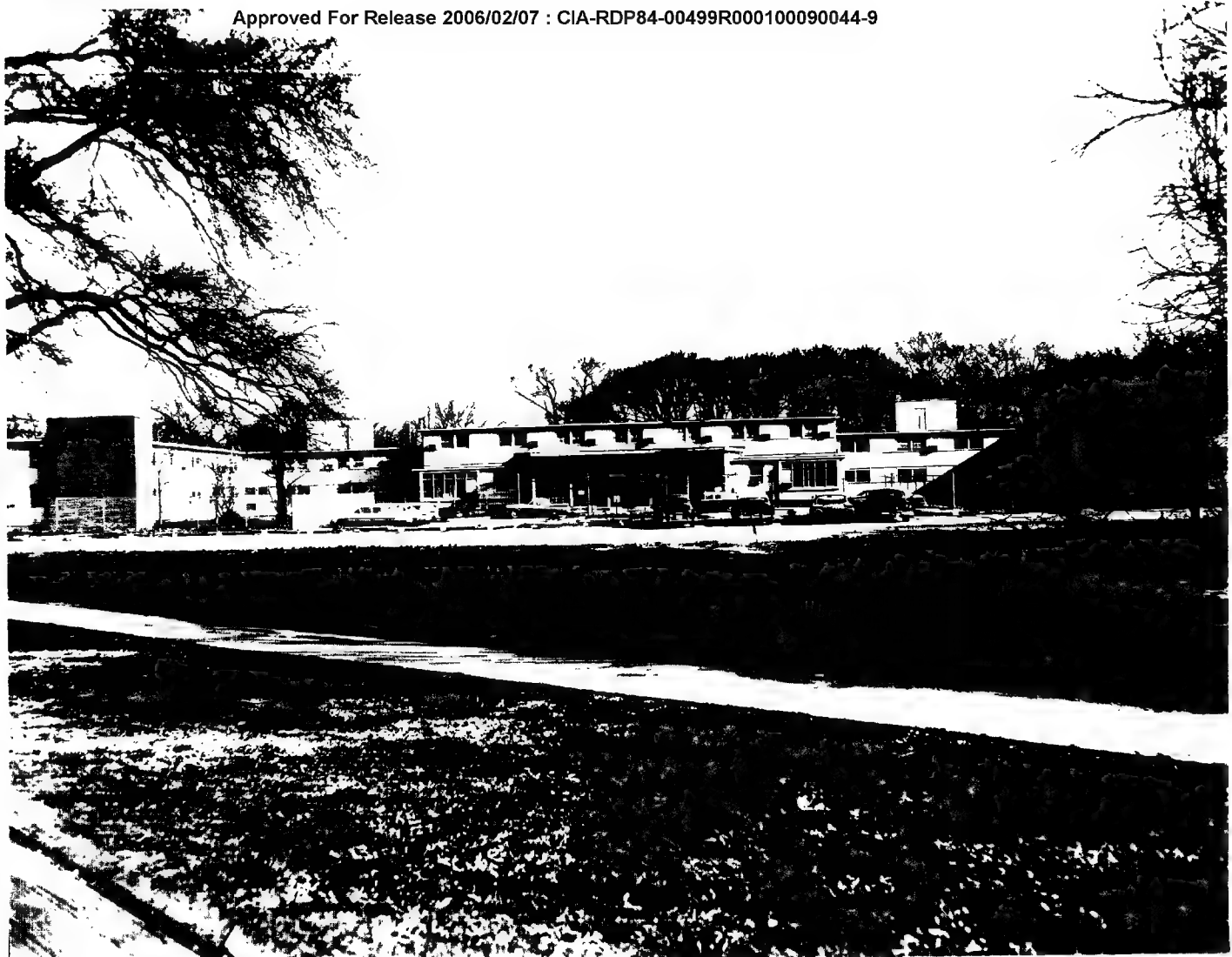
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Figure 4
Administration Building, 2430
E Street NW

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Page 5
Alcott and Gordon Wells (Scientific and
Technical Intelligence Center)

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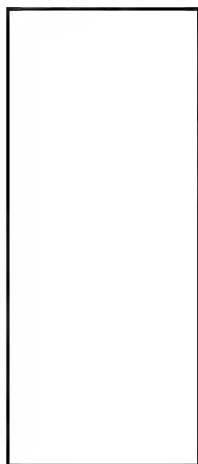
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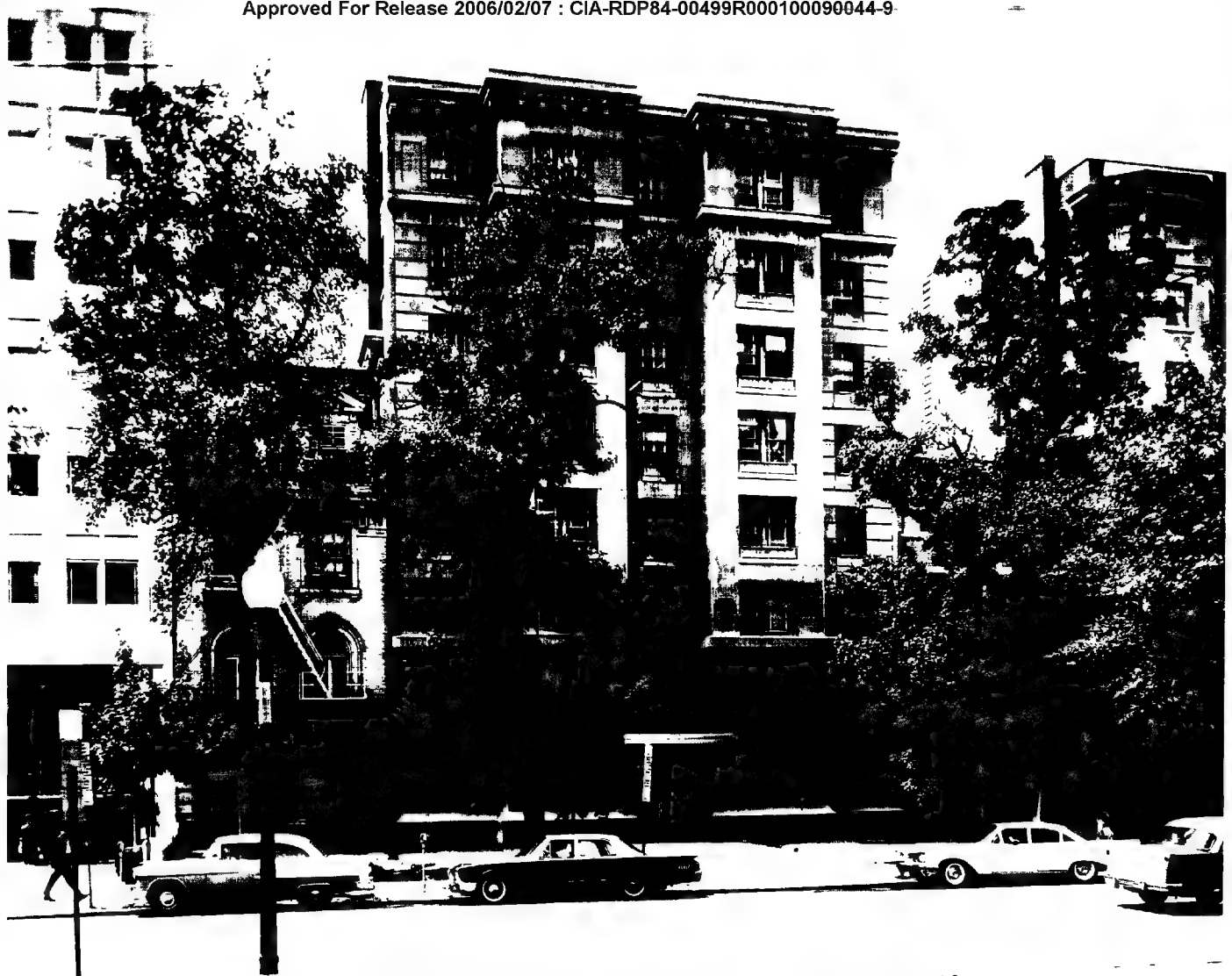
Figure 8.

Temperatures I, J, K, and L



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STAT *5* *Figure 9. 1016 16th Street NW*

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Figure 10. Site and Block Model,
Kangas Scheme, 1956

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Fig. 11. Generation of

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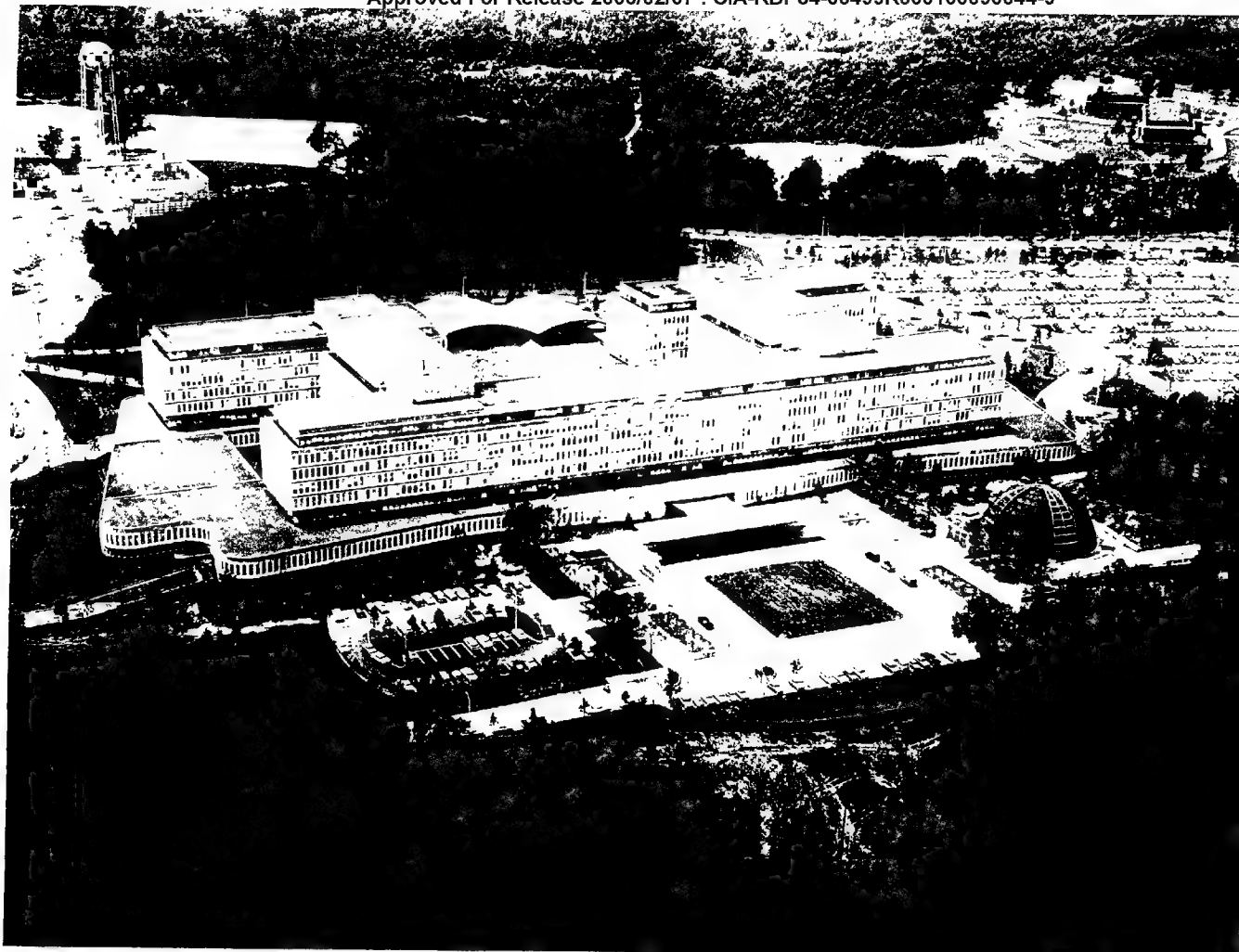
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Page 14 Class Over Men cadence, Austin
Kendall, Cambridge (Summer 1962)

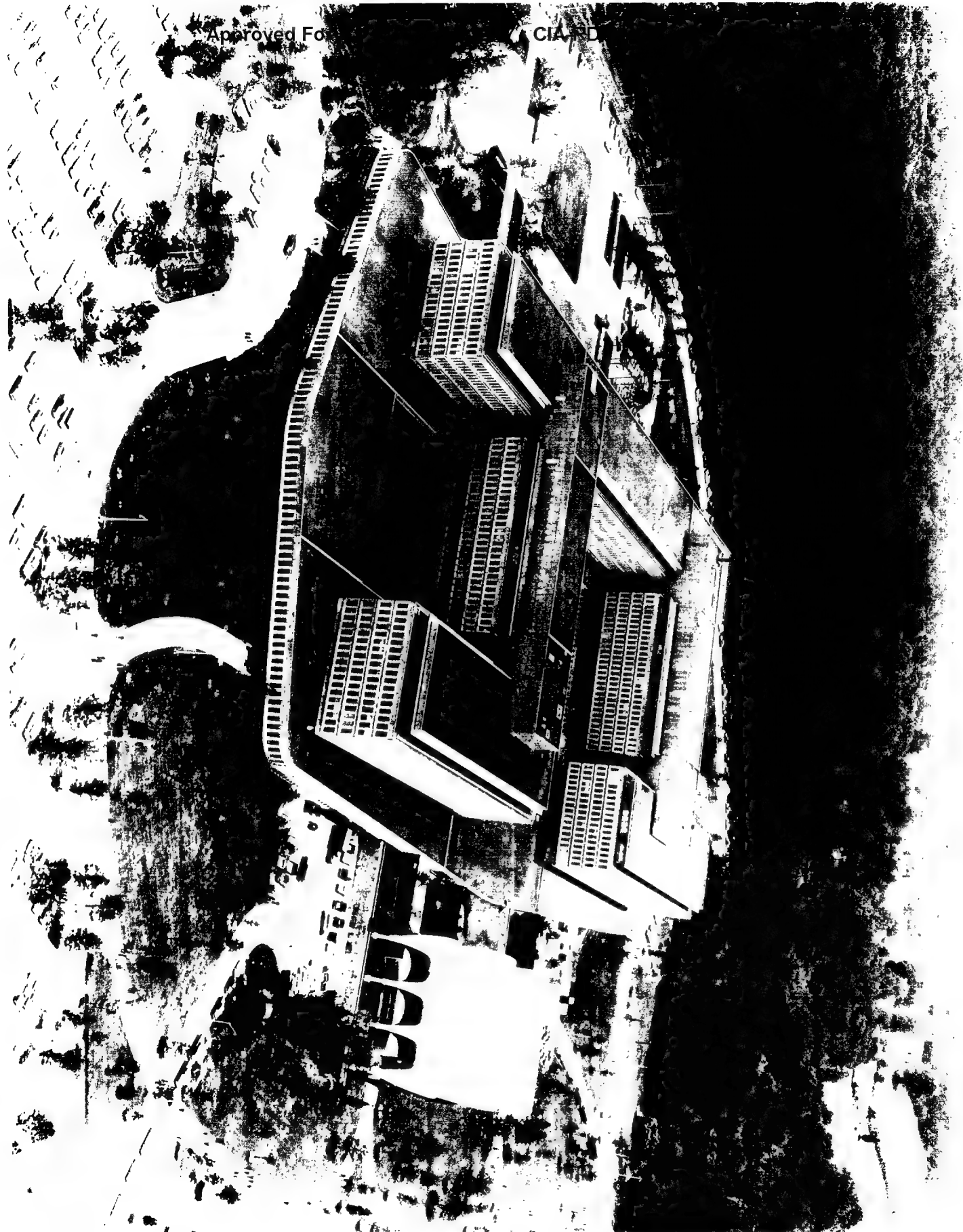


Figure 15. *Alcova* View, *Alcova* and North Entrance,
Alcova under construction,
(Summer, 1962)

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~~Nov 48 Davis, North and Spruce~~
~~8.11.1943~~



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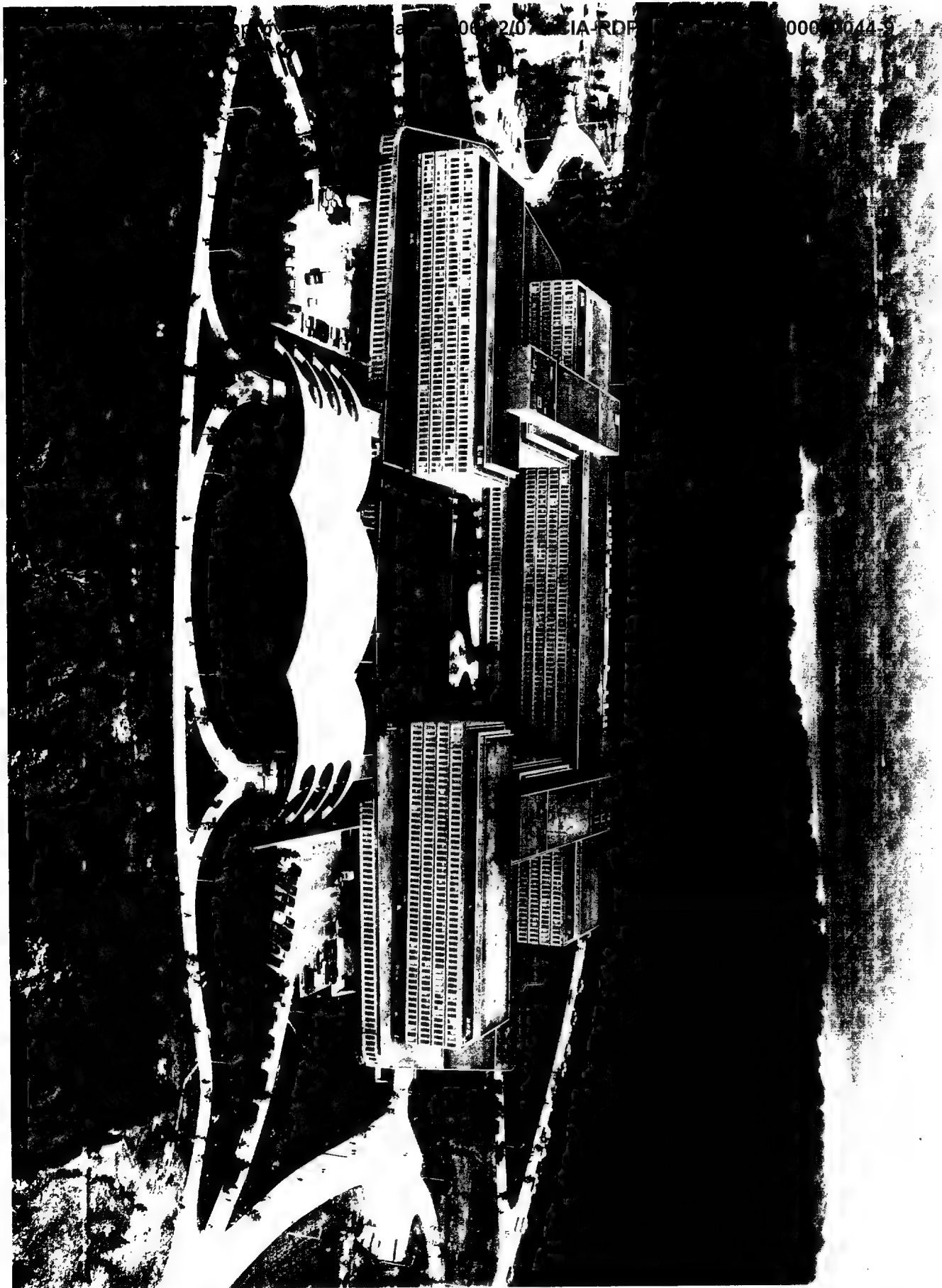
Figure 18 Aerial View, road system. (GW Parkway access at top of photo. Printing Service Building and part of steam plant visible center and lower left.)



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Figure 19. Aerial View, ~~across~~ road from
Route 123

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Figure 20 Aerial View, Copeland Entrance, Summer 1963.

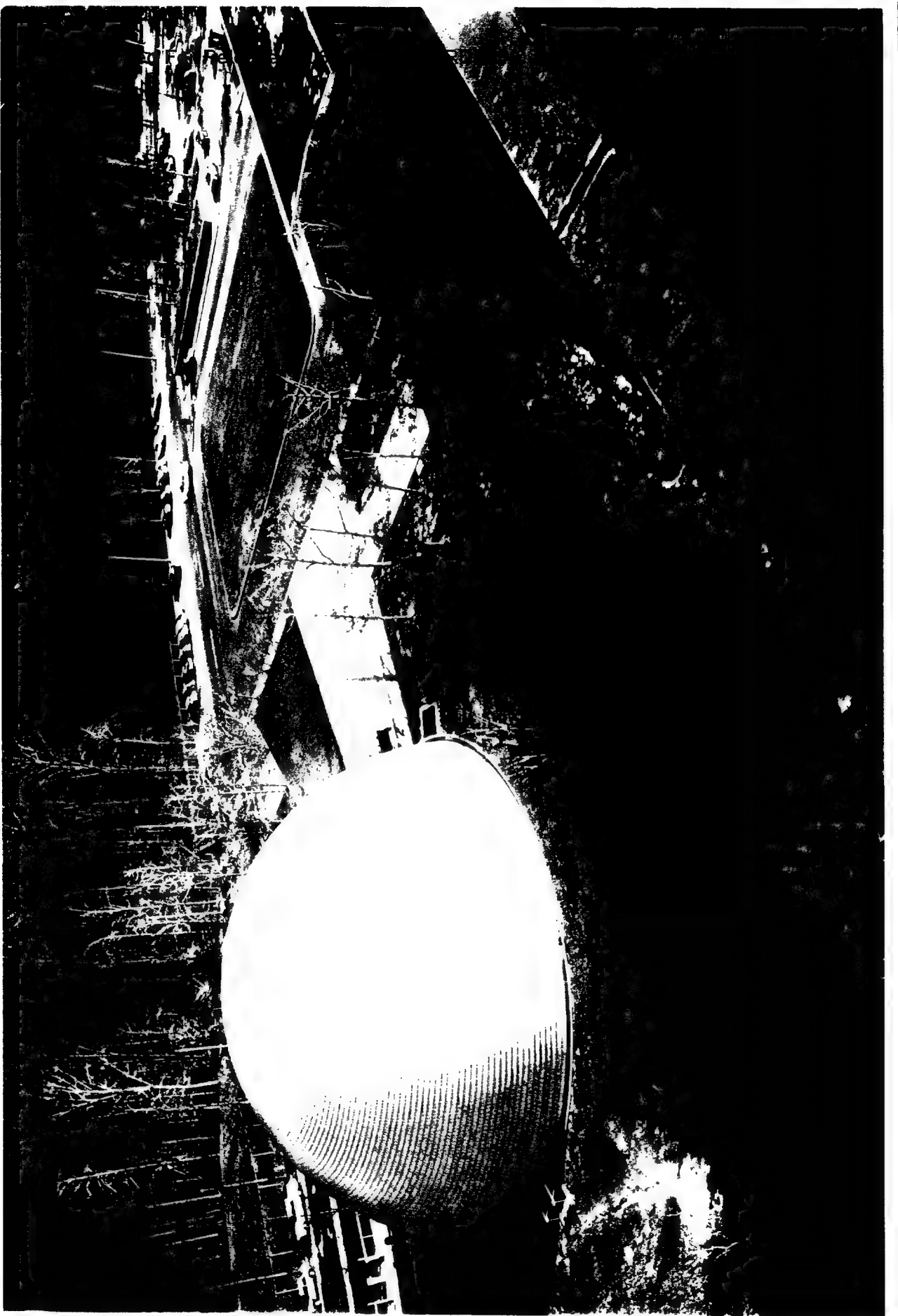
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Fig 21. Small Pinned Area



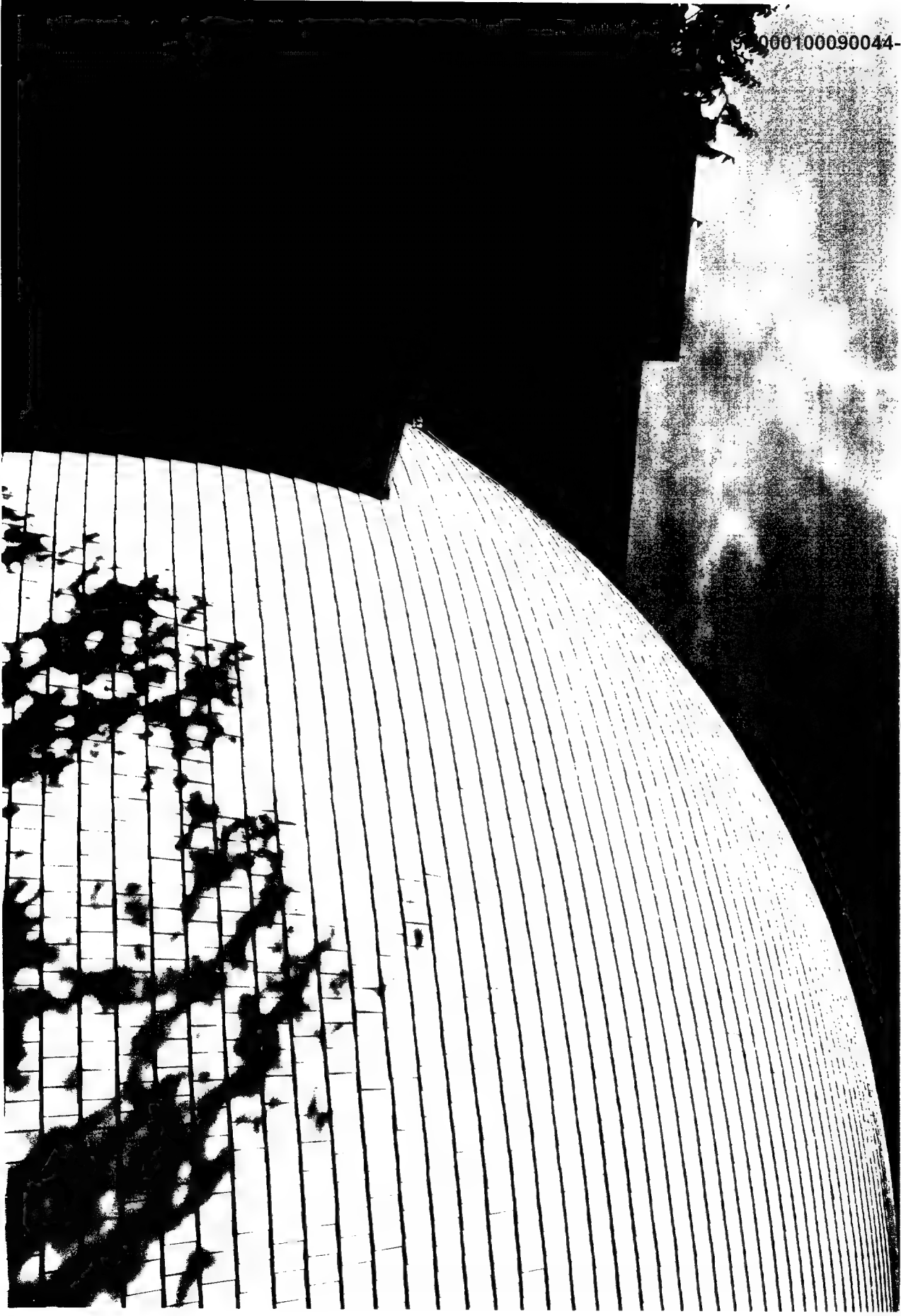
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Figure 22. Auditorium, Side View.

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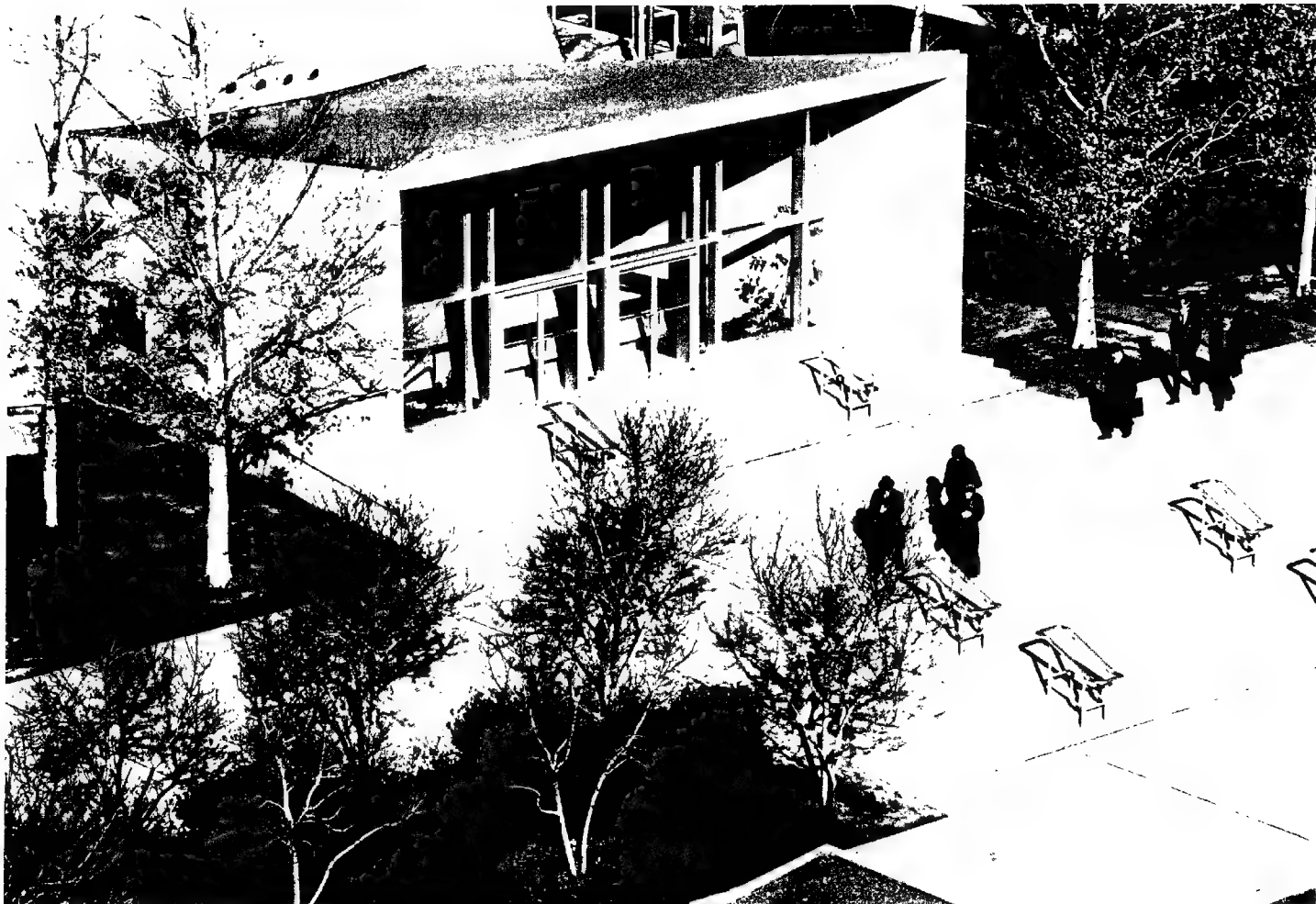


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Figure 2A. Auditorium. Close up of dome paneling and junction of auditorium lobby with amphitheater.

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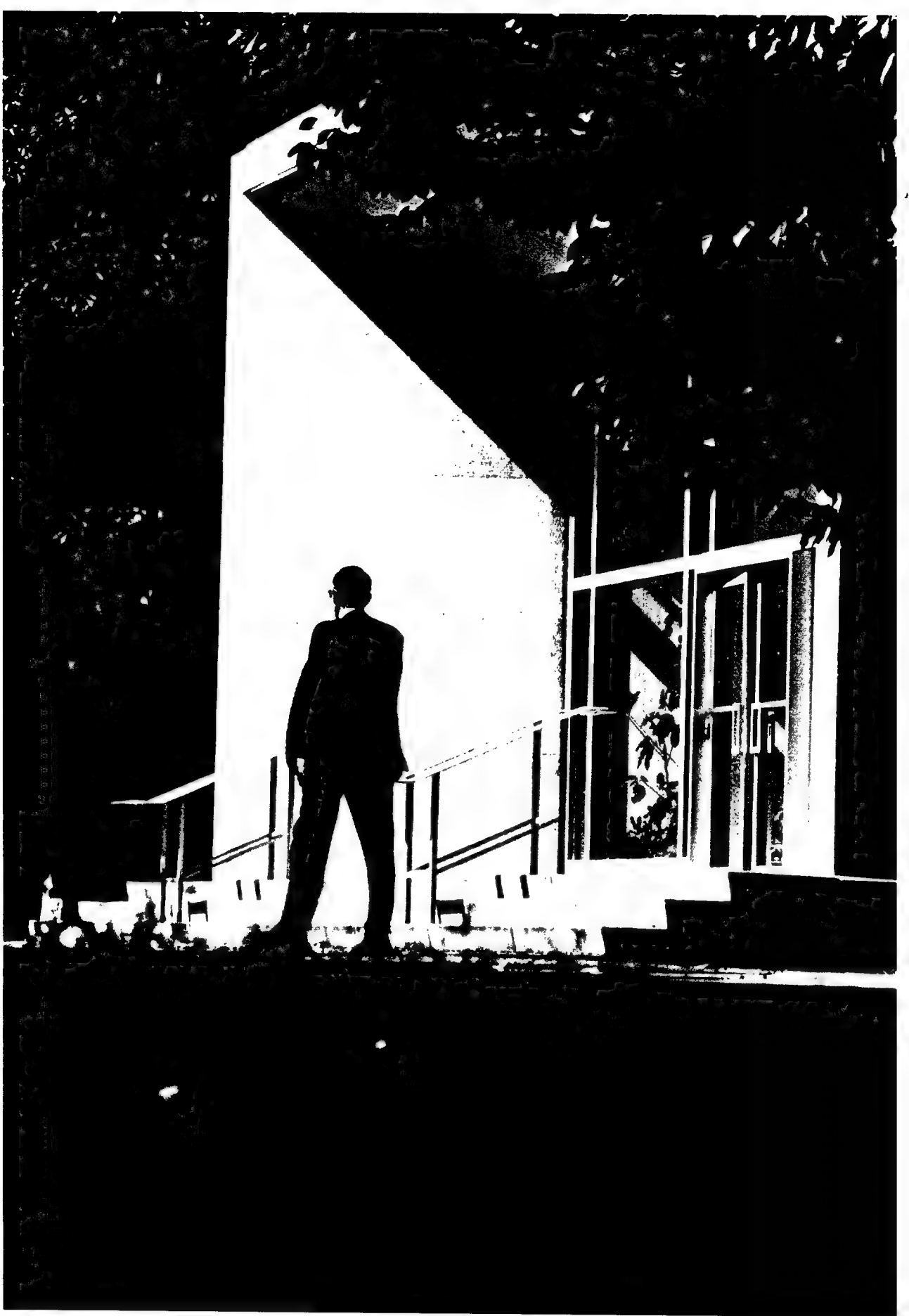


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Figure 2.4. Auditorium. Lobby entrance.

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Figure 26. Auditorium. Construction detail,
Lobby entrance.



Figure 26. The Butler's "campus" (SE corner
of building in foreground.)



Figure 27 Main Entrance. Construction detail.

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Figure 28. Canopy, Main Entrance. Construction of Tail.



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Figure 29. Conference. Archer and windows.



Figure 30. Capetown, Windows and Archae

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Figure 31. Capetown. Archer and Reptilian.
With construction detail of archer.

111





Figure 32. South Cafeteria. Archway over
entrance.



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Figure 33 Horn Cattle, Sudan



Figure 3.4. Capital Site view.

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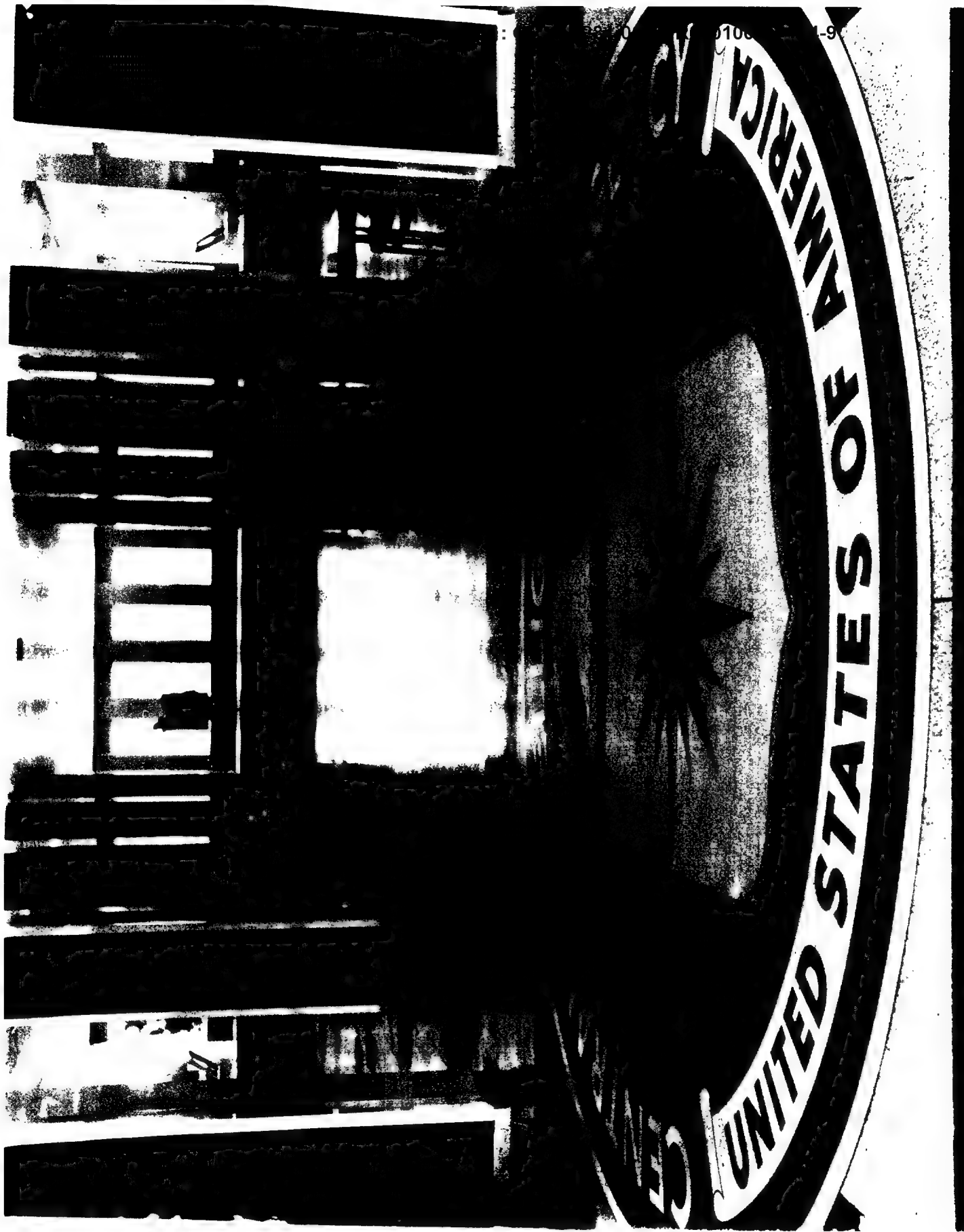


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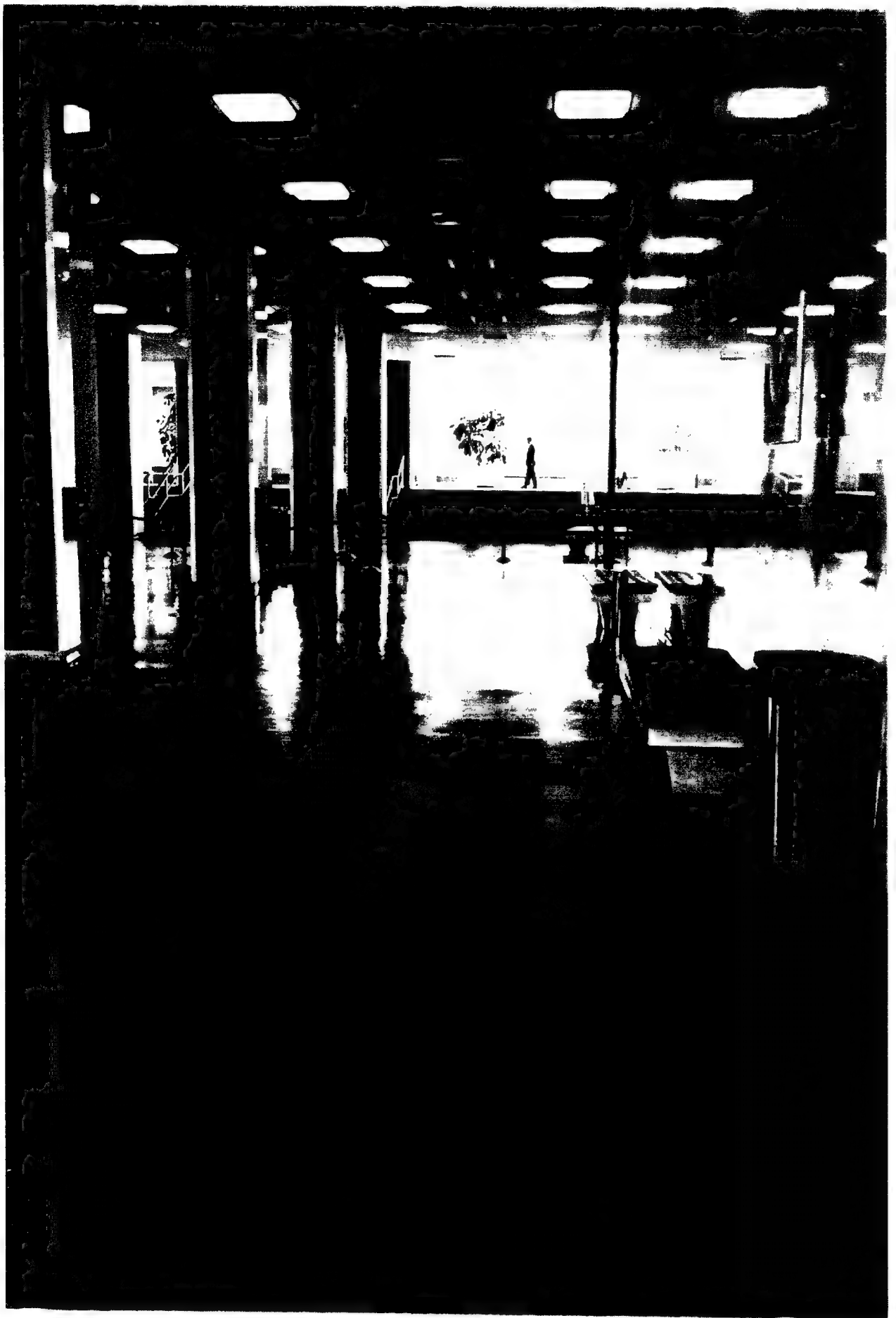
Figure 35. Headquarters Building. Courtyard.

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Figure 36. Lobby and CIA Seal, Main Entrance



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Figure 3.7. Lobby, Main entrance.

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Figure 38. Corridor on Courtyard, First Floor.

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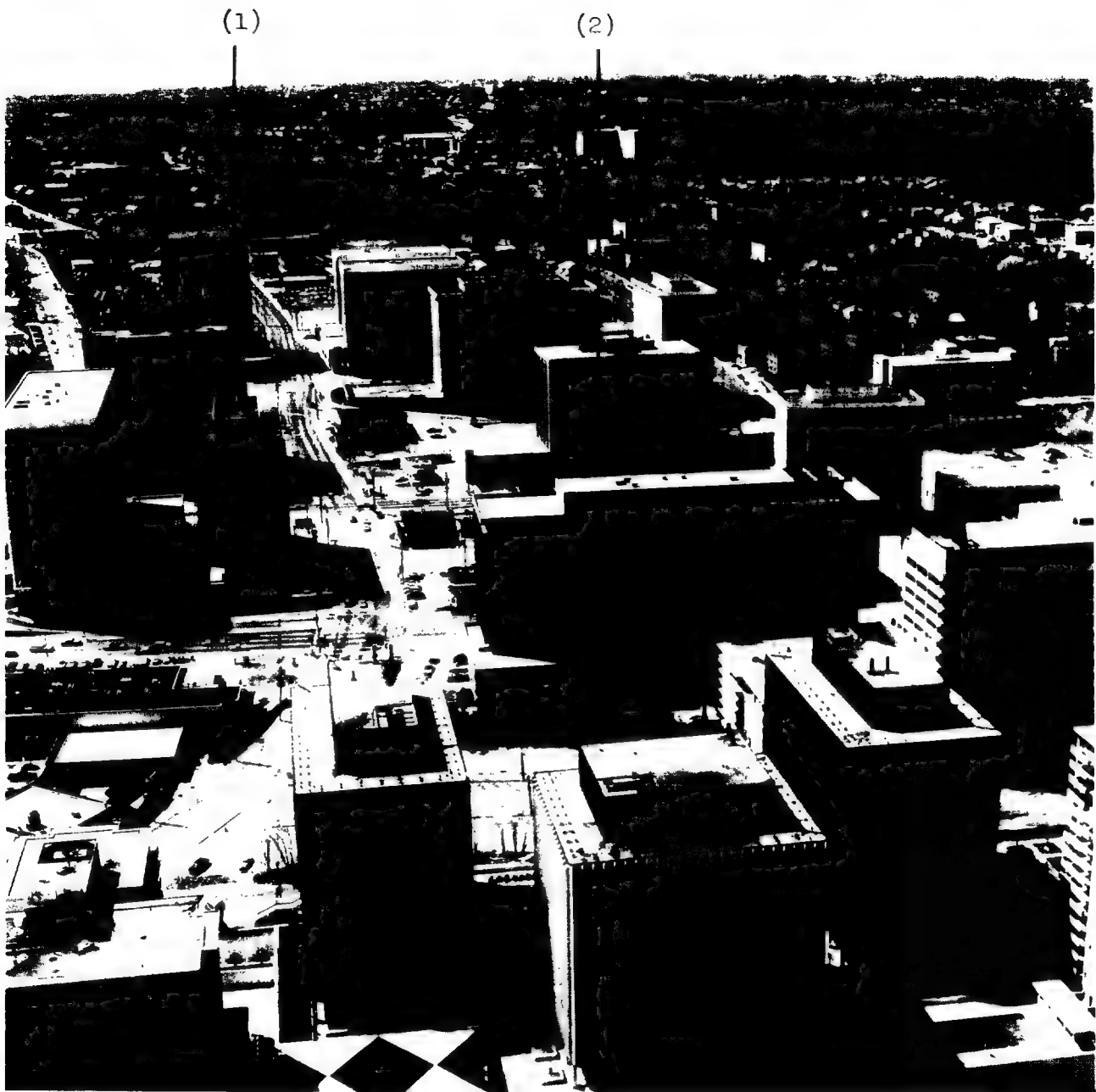
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Figure 39. Leased property, 1972. (1) Chamber of
Commerce Building and (2) 1000 Glabe Road.

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88 *[Signature]*

Fig. 40

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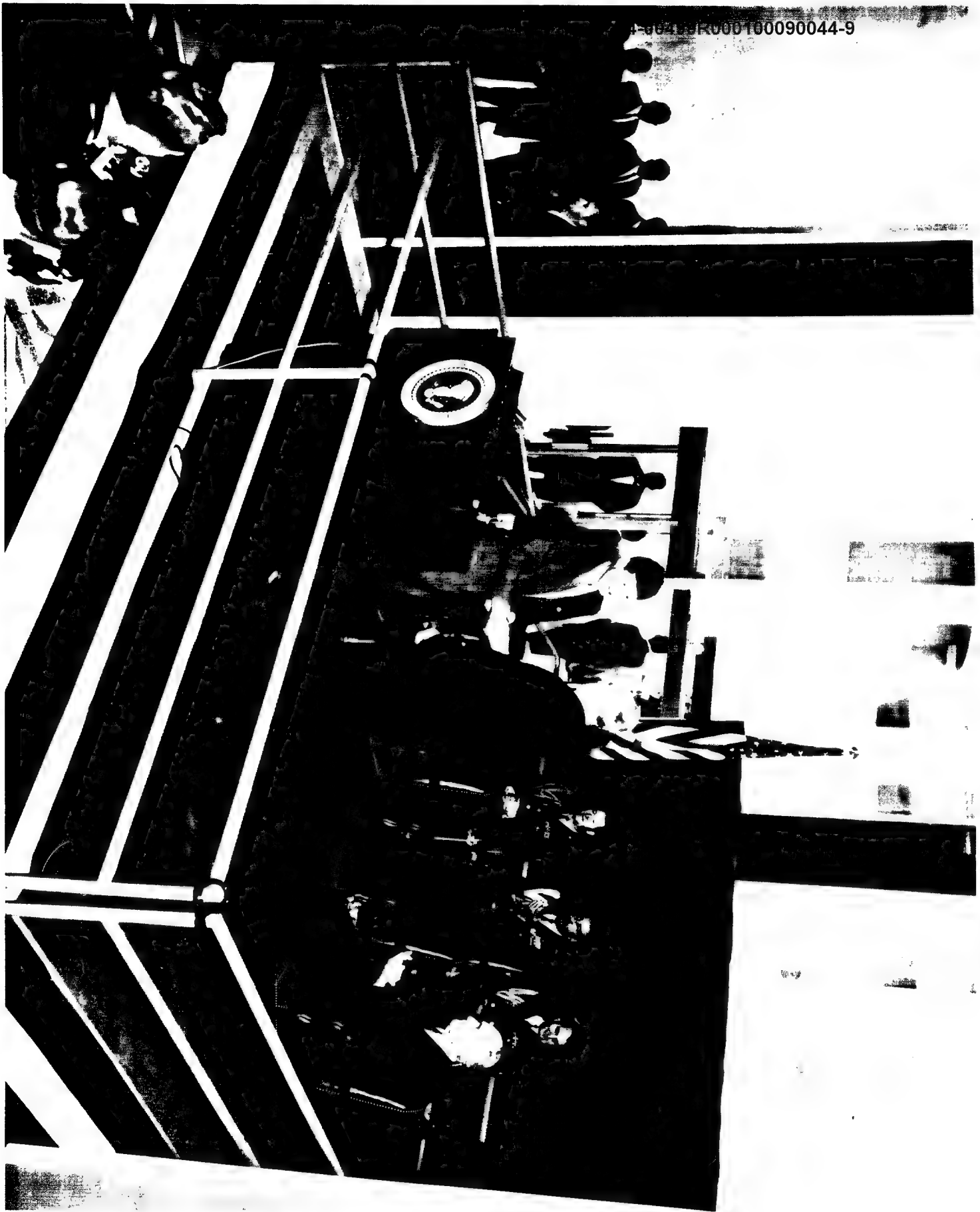
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. President John F.
Kennedy and Allen W.
Dulles, NSM, Award

Ceremony, 28 September
1961

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is in final typing.*
10 February 1971

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MEMORANDUM FOR :
Support Services Historical Officer (SSHO)

SUBJECT : Comments on the Historical Study entitled
Planning and Construction of the Agency
Headquarters Building, January 1946-
July 1963

1. Herewith my comments in reply to your memorandum of 14 January 1971 which forwarded to me an historical study on the planning and construction of the CIA Headquarters Building by Peyton Anderson. In addition to my comments in this memorandum, I have taken the opportunity to make a few corrections in pencil on the draft, but these are restricted to typographical, punctuation, spelling and similar errors.

2. My own knowledge lies largely in the legislative aspects of the struggle for a Headquarters building, although I was aware of a good many of the other problems as well. I will be covering the detailed legislative aspects of our attempts to secure a Headquarters in my own history of the Legislative Counsel's Office, 1946-56, which I am about to commence. Unfortunately, it will be many months before I reach the final stages of that history which deals with the building legislation in 1951 and 1955. However, I believe my memory is sufficiently secure to comment on your study at the present time, and I have reviewed some of my own contemporary material as well.

3. My main criticism of this study in its present form would be addressed to that portion of it which deals with the selection of the site and the legislation itself in 1951 and 1955. I feel that the author of your study has not gone into sufficient depth on these points. In fact, the second half of the draft shows every evidence of being written in haste without including many important details. My own newspaper clipping files and memoranda which must be in OL files do not seem to have been tapped in sufficient depth. A review of the Congressional Hearings and Reports would also have helped strengthen the paper and avoided some errors. Appendix J was both incomplete and poorly done; I have *done* revised it for you in toto.

Added to basic report

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4. For a time in 1955, the building legislation seemed to be headed for clear sailing, and, in fact, the authorization legislation had comparatively little trouble. However, the initial request for appropriations to commence the planning ran into a bitter fight from the local residents both in the press and at the Senate appropriations hearings. There is very little, if anything, about this opposition in this history. While the forum was legislative as well as the public media, it would appear to me that your history should go into much greater depth on this opposition both in 1955 and again in 1956.

5. I think your study should also reflect in greater depth the invitation for us to come to Langley, which was issued by the Board of Supervisors of Fairfax County, as well as the public and private appearances which Colonel White made in support of our use of the Langley facility. I remember that I had [] prepare for the DCI and me a "black book" containing tabs of back-up information on utilities, sewers, water and similar matters on which I was sure we would be questioned in view of comments from the opposition.

There is comparatively little reference to the Clarke and Rapuano report, the authors' biting comments which virtually eliminated the Winkler site, the special hearing which we had in East Building at which Virginia State Senator Armistead Boothe appeared and similar matters. In short, the history does not in any way reflect the flavor of what, in fact, was a tough struggle which took the time of many of us for a considerable period. I would be glad to assist you in any way (short of writing it myself) in strengthening your history if you agree these points are valid. I have talked with Col. White on several points to confirm my own recollections. He seemed disappointed that no-one had talked to him about this draft or used his diaries. One key incident not covered in your draft is the Dulles-White meeting with President Eisenhower which nailed down the Langley site. Others available who could contribute substantive and anecdotal material include Gates Lloyd, [] and Walter Elder who can give you

Mr. McCone's reaction to the executive suite.

6. Herewith are some more detailed comments:

✓ (1) Page 4, lines 14-16. Admiral Hillenkoetter was designated as DCI well before 30 April 1947. He took office on 1 May 1947.

✓ (2) Page 12, line 1ff. It is suggested that the first sixteen lines on this page be revised to read as follows:

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- 3 -

The DCI, DDCI (Mr. William H. Jackson), the DDA, and Mr. Walter L. Pforzheimer, then CIA's Legislative Counsel, were active from the spring to the fall of 1951 in attempting to secure Congressional authorization and funding for a CIA Headquarters building. The authorization was submitted [redacted]

[redacted] in the amount of \$38,000,000 and was approved by the Congress on September 28, 1951 (Sec. 401, P.L. 82-155). While it was recognized that it would be impossible to conceal the construction of a new CIA building for very long, it was determined to keep the project classified for as long as possible. There were several reasons for this: one was to avoid public reaction to a CIA move from the center of Washington, which the public might feel was based on special knowledge that we expected an attack in the near future; a second was to avoid a rise in land prices in the area for as long as possible; a third reason was to allow us to complete plans and perhaps some construction with maximum security regarding whereabouts of communications rooms, special vaults and other special features. [Footnote: Memo, Legislative

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✓ (3) Page 12, footnote at bottom of page. As noted above, this footnote should be revised to read: For complete citations, see Appendix J.

✓ (4) Pages 12 and 13. The quotation on the bottom of page 12 and the beginning of page 13 contains a fundamental error. It was not

(Handwritten)

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General Smith who demanded a window for his office; it was Allen Dulles who stated that he could not work in an office without a window. At that point, General Smith drew a small window into the otherwise windowless building in the sketch before him and said to Mr. Dulles, "That's your office." It is not only my memory but also Mr. Houston's that this is the correct version. In subsequent testimony, Mr. Dulles also referred to it.

✓ (5) Page 13, lines 1-2. In the quote, reference is made to an outside architectural firm. It might be useful to pin it down. I think the firm was Skidmore, Owning, etc.

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(6) Page 13. I think that the text here would be improved by a couple of explanatory sentences regarding the government dispersal plans (not decentralization). At this particular time there was a great deal of concern about the possibility of a future atomic attack on the United States, and in particular on Washington to eliminate the seat of government. Although the first Soviet atomic explosion did not take place until a month after the approval of the authorization for a CIA building in 1951, government plans were requiring that new government installations should be dispersed to a distance initially at least 15-20 miles from the center of Washington to minimize a direct hit on Washington as well as blast damage. CIA was specifically exempted from the dispersal plans for reasons set forth in your history. However, White House, Congressional and other pressures urged that the CIA building be constructed on the Virginia side of the Potomac, or in Maryland, to alleviate traffic conditions in Washington itself. One argument favored Virginia because prevailing winds blow from west to east and therefore would tend to blow radiated particles away from Virginia. In addition, it was determined in 1951 to build a windowless CIA building in order to minimize the blast damage.

(7) Page 13, lines 7-9 below the quote. I have no record of such discussions.

✓ (8) Page 13, lines 9ff. The meeting with Senator Russell took place on 29 August as written. The word "reportedly" should be stricken from line 14. Following the quote at the bottom of p. 13, the following should be added: (This was the same position previously adopted by Chairman Vinson of the House Armed Services Committee).

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✓ (9) Page 14. The following material should be developed following line 2:

At the time that we approached Senators Russell and Byrd (Aug. 29), and during Mr. Pforzheimer's earlier conversations with the Senate Armed Services Committee staff, the Langley site in Virginia was the front runner.

As soon as the House passed the authorizing legislation in August, and in accordance with our standard procedure, the Chief Clerk of the House Appropriations Committee was informed of the \$38,000,000 authorization for a CIA building and of our desire that the Committee appropriate the funds. [REDACTED]

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✓ Pforzheimer was invited by Congressman Mahon, (D., Tex.), Chairman of the Armed Services Appropriation Subcommittee before which the hearings were being held, to discuss the project with him informally. The Chairman was fully briefed by Mr. Pforzheimer, who explained that Chairman Vinson and Russell, for security reasons, had handled the authorizing legislation themselves without any formal CIA testimony. Chairman Mahon agreed that this would be the preferable method of handling the matter; that he would consider the problem; and that he would advise us if formal testimony was required. Any funding would be contained in the Second Supplemental Appropriation Bill, 1952, then before the full Committee, [REDACTED]

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✓ To everyone's surprise and consternation, the House Appropriations Committee eliminated any funds for the CIA building in reporting out the bill on 8 October. The next day, Chairman Mahon advised Mr. Pforzheimer that his subcommittee felt that the item had come before them too late to be considered in detail and had therefore rejected it. He suggested that we have the item restored by the Senate Appropriations Committee, and, if they approved funds for our building, the matter could be thrashed out in conference between the two committees. If this procedure were followed, Chairman Mahon said that he would be inclined to accept the Senate amendment but would not commit himself at this time. On the same date, Mr. Mahon confirmed the denial of funds by his subcommittee in a letter to Mr. Pforzheimer. 29/

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✓ Considerable scurrying around ensued, both at headquarters and on Capitol Hill, leading to the DCI's appearance [date not yet found]* before the Senate Appropriations Committee to seek restoration of the funds which the House had disallowed. The DCI's testimony was uneventful, but Mr. Pforzheimer's recollection is that it leaned more heavily towards the Nevius tract as a site. The Committee restored the funds as requested, and, after Senate passage, the bill went to conference to iron out disputed items between the House and Senate versions.

✓ A member of the Senate Appropriations Committee or its staff later told me an interesting story that occurred during the "mark up" of the bill. No outsiders are present during the "mark up", at which time members of the Committee determine what items to approve, change or disapprove. The Chairman of the Senate Appropriations Committee at that time was Senator Kenneth McKellar (D., Tenn.). He was then quite old, a little senile and given to dozing off during Committee meetings. He would then wake up and interpolate a remark and doze off again. While they were considering the CIA building, Senator Cordon (R., Ore.) remarked that the proposed building would be a very interesting one because it would have no windows. Senator McKellar woke up with a start and said "What! A building without any women!" and went back to sleep again.

✓ Just as everyone was beginning to breathe easier, the other shoe was dropped. On 23 October, 1951, Chairman Mahon wrote General Smith that the House position had been sustained in conference, and that no funds for a CIA building were provided by the conferees. He assured us, however, of consideration at a future date. 30/ General Smith replied on 26 October, stating that CIA would resubmit the project "as soon as possible", 31/ but this did not occur in 1951.

✓ The loss of funds to construct a CIA building was indeed a blessing in disguise. Our estimates as to space requirements were woefully inadequate, as were the cost estimates. No firm decision had been reached as to a site. In fact, we were ill-prepared to make even those submissions which achieved our authorization.

✓ [Pick up text following quote at top of p. 15.]

✓ (10) Page 19. Mr. Thornton's name is misspelled both in line 5 and in the footnote at the bottom of the page.

✓ * See page 6a

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✓ *I have found no written record of the date in our files. Mr. Francis S. Hewitt, then as now a member of the professional staff of the Senate Appropriations Committee, checked the Committee records for me in February 1971. They have no record of the date of Gen. Smith's appearance in Executive Session. As was the custom at that time, no transcript of the testimony was made. From internal evidence, however, Mr. Hewitt and I have concluded that the date of the DCI's testimony was almost certainly 12 October 1951.

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25X1 ✓ (11) Pages 19-25. These pages do not adequately reflect the activities regarding a building in 1952. Early in January 1952, an Ad Hoc Committee in Regard to New CIA Building was established under Col. White, ADDA. [redacted] Chief, Administrative Service, was designated as secretary, maintaining and distributing the minutes. At its first meeting on 10 January, the Ad Hoc Committee was advised that four possible sites were available: Langley, the Old Soldiers' Home, the Nevius tract, and a tract in Suitland. The DCI had already stated that a tract in Suitland would not be satisfactory. The committee decided to concentrate on Langley (although the DCI had indicated that it might be too distant from the center of things) and the Old Soldiers' Home, as the \$38,000,000 authorized would probably not be sufficient for the monumental type building required on the Nevius tract. Mr. Pforzheimer, a member of the committee, pointed out that the steps the committee was taking had been urged by him in mid-November, and that now two valuable months had been lost; that speed was of the essence if we were to secure appropriations in the 1952 session of Congress.

✓ At the second meeting of the Ad Hoc Committee, 16 January, Col. White reported the DCI's decision that the Langley and Suitland sites were not to be considered; that the Nevius tract was his objective; and that the only alternative to be considered was the Old Soldiers' Home site. [Other matters of interest were also discussed and are included in the minutes, copy in LC files currently in my office for the next few months]. At a meeting on 30 January, PBS was advised of our desire to proceed with Nevius, and that the DCI would not consider Langley under any conditions. Meanwhile, another problem arose in the winter of 1952. This was in the form of congressional hearings before the House Public Works Committee (ignorant of any possible CIA interest) as to the ultimate disposition of the Nevius tract, including the possibility of surplus sale, return to private ownership, or turning it over to the National Capital Parks and Planning Commission. Subsequently, through CIA intercession, the bill was stricken from the House consent calendar, thus killing it for the remainder of the session and leaving us free to consider our plans for using the tract.

✓ Towards the end of May, 1952, Legislative Counsel recommended that, in the absence of any emergency, no CIA legislation should be submitted to the Congress in this session. It was obvious that with an economy wave and in a Presidential election year, and with Congress

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anxious to adjourn for the party conventions and campaign, nothing but the most pressing legislation and appropriations would be considered. Nevertheless, the Bureau of the Budget included a request for funds in the amount of \$38,000,000 in the draft [redacted] which they forwarded to the Congress early in June.

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[redacted]

informed General Smith that, in his opinion, it would be inadvisable to proceed this year as it might subject CIA to undue publicity and criticism. In view of this opinion, General Smith determined not to proceed, and the \$38,000,000 request was withdrawn from the bill.

✓ (12) Page 25. Following footnote 47 and before the sentence beginning "However, almost one year later, ..." insert the following:

Search for a site for the building did not cease, however. At the end of 1952 and the beginning of 1953, consideration was given to the possibility of construction on the 2430 E Street property. (Footnote: Memo, James A. Garrison to DDA, dated 6 February 1953, Subj.: Estimates for Proposed CIA Building, in LC file, Building & Grounds #1, 1951-53.)

✓ (13) Page 28. Following footnote 48 in text add the following:

In 1953, there was little activity on the Congressional front for a CIA building. In June, Col. White, Acting DD/A, raised the question as to whether it was advisable to discuss the matter with the Chairman of the House Appropriations Committee in order to insure their support with the Bureau of the Budget. [LC Daily Log, 2 June 1953]. On 9 June, Col. White, Mr. Saunders, the Comptroller, and Mr. Pforzheimer met with Kenneth Sprankle, Chief Clerk of the Committee, to see whether Chairman Taber or the full Appropriations Committee might at least give some expression of endorsement to bringing the Agency together in one building, particularly as we had eliminated any funds for construction of a new building from this year's budget. Mr. Sprankle said that such support should come from the Executive Branch initially as we might wish to use the Congressional endorsement to coerce the

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Executive Branch. Col. White assured him that this was not so, as the Bureau of the Budget agreed we should have a building. Mr. Sprankle noted that, as yet, we had no firm proposal for a building or costs; that any such Committee move would be premature; that we should raise the question at a later date when figures were available for the Chairman to assess costs against potential savings. [LC Daily Log, 9 June 1953]. By September, the site selection was still in doubt. Col. White informed Mr. Pforzheimer that he had discussed the matter with the DCI and DDCI on 12 September, and that the DCI was favoring the present site at 2430 E Street while the DDCI favored Langley. GSA held to its position that there was no building presently available which could house the whole Agency, and that they would support our request in Congress. [LC Daily Log, 16 September 1953]. No final determinations were yet in sight, and none were made in 1953. In March 1954, Senator Homer Ferguson (R. Mich.), who was handling CIA appropriations in the Senate, asked whether we would be requesting funds for a building. Mr. Dulles informed him that we were requesting no funds for this purpose. Senator Ferguson approved this position, as he felt it would be unwise to ask for such funds this year. [LC Daily Log, 8 March 1954]. Later that year, as planning continued, Mr. Dulles sought the permission of the Director of the Office of Defense Mobilization, Dr. Arthur S. Flemming, for exemption from the Government's "dispersion standards" which would require new government construction to be located ten or more miles from the perimeter of an urban target. On 31 December 1954, Dr. Flemming concurred in the CIA request, adding the hope that we consider locating a portion of the Agency at an emergency relocation site. [LC Files, Building & Grounds #1, January-July 1955].

(14) Page 35, line 11. One of the sites listed here is Hybla Valley, Virginia. As I believe this is the only time that that site is mentioned, and as I have no recollection of it, perhaps it could be more clearly defined. Was this the site we ultimately discussed as the Winkler tract? My memory is that while we may have started with a maximum of 40 proposed sites, this number was rapidly reduced to 28. My recollection, which may be at fault, is that when we reduced the 28 sites to a more manageable number for serious consideration, the primary starters were Langley, Winkler, the Old Soldiers' Home, 2430 E Street, and the Nevius tract. Some Maryland sites had to remain in contention for an extended period of time because of the great pressure we were receiving from the two Maryland Senators (Beall and Butler, I believe) to locate in

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Maryland despite the overwhelming distance and traffic problems to the White House and other installations which this would entail. 2430 E Street was finally eliminated because of the impossible parking situation as well as the traffic jam it would cause. Somewhere along the way the Nevius tract was dropped for a variety of reasons which included the great expense which would be required for a "monumental" building to conform with Fine Arts Commission requirements as well as the fact that the tract was too small.

(15) Page 36, line 9. Following footnote 61 insert:

✓
At the Steering Committee meeting of 22 December 1954, Colonel White noted that the Southwest Washington Development Project would probably be too far in the future to be used by the Agency.

(16) Page 37, line 10. The following material should be inserted:

✓
Col. White stated that the DCI was "very interested" in obtaining the necessary approvals and funds in 1955. [redacted] advised the Committee that there were now six possible sites, with Langley and Arlington Hall the most desirable.. The DCI favored Langley at this point and so did the Steering Committee. [LC files, Steering Committee meeting minutes]. The need for this formal Steering Committee must have been minimal. The LC files do not include the minutes of the second meeting and the third meeting took place in October 1955!

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(17) Page 39, line 5. Here we have a quick jump from the Bureau of the Budget approval of our proceeding with a request to Congress for authorization and funds to construct a CIA building without any reference to any of the details involved. To be sure, much of this belongs in the Legislative Counsel's history but these files (now in my possession) should be reviewed by whomever rewrites the building history for information which could properly be included in the latter. I am reluctant to undertake the writing of the 1955 building activities from the legislative standpoint at this time as it really is the last chapter of the Legislative Counsel's history, 1946-56 and I am not anxious to start that history by writing it backwards. If you desire that I do so, however, I will comply. Nevertheless, I believe the following comments may be

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pertinent at this point. Legislation authorizing a CIA building was introduced in the House by Chairman Carl Vinson (D., Ga.) of the Armed Services Committee on 20 April 1966 and, on the same day, in the Senate by Chairman Richard Russell (D., Ga.) for himself and Senator Leverett Saltonstall (R., Mass.) of the Armed Services Committee. As originally introduced, the bill provided for funds not to exceed \$6 million for the acquisition of land and \$50 million for construction. It passed the House in that form. In the Senate, the bill was considered by the Real Estate and Military Construction Subcommittee of the Senate Committee on Armed Services and they made some major changes in the CIA proposal. The record would indicate that, during our hearings before this three-man subcommittee, only Subcommittee Chairman, John Stennis (D., Miss.) and Senator Francis Case (R., S.D.) were present and Senator Henry Jackson (D., Wash.) was absent. During the course of our testimony before this subcommittee one of the Senators complained that our cost estimates per sq.ft. were quite high. He then referred to another federal building under construction, without naming which one it was, saying it was being constructed at a considerably lower average cost per sq.ft. It took some time to ascertain what building the Senator was talking about and that that building had a much higher rate of unimproved space than we could have in our headquarters. By that time the Subcommittee and the full Senate Armed Services Committee had reduced the amount to be authorized for construction to \$45 million. The Senate Committee also felt that the price of \$6 million for the acquisition of private property, should that be required, was excessive. It reduced this figure to \$1 million. As the Langley site was still actively being considered, and was perhaps favored, the Senate Committee also added the sum of \$8.5 million available for transfer to the National Capital Planning Commission and the Interior Department for the acquisition of land and the necessary construction of the extension of the George Washington Memorial Parkway from its then terminal point at Spout Run to the Langley site. The Committee added the proviso that if the Langley site were not chosen, the \$8.5 million would not be available for obligation. Finally, reflecting congressional and public dismay that World War I and II temporary buildings had not been demolished, the Committee directed that at such time as CIA occupied its new building, the Administrator of GSA was directed to demolish temporary building space equivalent to that which CIA would relinquish. Mr. Dulles was dismayed at the loss of \$5 million in his construction request and he wrote the Committee Chairmen requesting that the \$5 million be restored in conference as the budget estimates on which we had based our requests were extremely tight. The conferees adopted the Senate Committee version described above but restored \$1 million to the construction funds making a total of \$46 million for that purpose.

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✓ (18) Page 39, lines 12-14. The statement concerning the appropriations should be considerably expanded. The House Appropriations Committee authorized the expenditure of \$3 million for the preparation of detail plans and specifications for the proposed building. The remaining funds were denied because it was felt that there was still inadequate planning with respect to a site and the building itself. At that point the sites being considered were Langley, Winkler tract, 2430 E Street, the Southwest Washington Redevelopment area, the Casey tract behind the Bethesda Naval Hospital and a tract in Suitland, Maryland. As noted above, the Maryland Senators and at least one Maryland Congressman were still exerting pressure for us to locate in their state. The scene then shifted to the Senate Appropriations Committee where, for the first time, local opponents and proponents of the Langley site and proponents for the Winkler tract were heard. The testimony of these witnesses should be reviewed as a part of the building history even though the initial forum was legislative. The building history does not reflect either this vocal opposition or the many meetings which Col. White attended and at which he spoke in support of our interests, particularly in the Langley area. The Senate Appropriations Committee approved the \$3 million for planning which the House Appropriations Committee had authorized but also reduced the amount available for the purchase of land for the building, should a non-government owned site be selected, from \$1 million to \$350,000. In addition, they authorized \$4 million for transfer to acquire the land and to commence construction of the extension of the George Washington Memorial Parkway provided the Langley site was selected. The positions of the two Appropriations Committees was compromised so that we received a total of \$5.5 million for the preparation of detail plans and specifications and for other purposes (which would include either the Parkway or the acquisition of a building site). (Supplemental Appropriation Act, 1956, P. L. 84/219, approved 4 March 1955). A year later the remaining sums were appropriated in the amount of \$49 million to construct the building and finish the Parkway to the site. (Supplemental Appropriation Act, 1957, P. L. 84/814, approved 27 July 1956.)

WJH ✓ (19) Page 40, line 7. I do not remember from memory that the figure of 100 acres was a firm criterion. This can be verified from your files. I notice that footnote 71 at the bottom of the page refers to some letters in the Evening Star. This does not appear to be a correct citation for the text.

✓ (20) Page 40. The last four lines on this page seem a little confusing. Negotiations with the National Park Service, I believe, were

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✓ restricted to the problem of the Parkway which was under their control in the Interior Department. Negotiations with the Bureau of Public Roads concerned the actual building site which was on their property. I remember that we entered into certain negotiations for the property site which required a study of the deed of gift from the old Leiter estate to the Government but I would have to check our files more closely to see exactly what this entails.

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✓ (22) Page 47. On this page reference is made to the question as to whether CIA would undertake to construct the building under its own supervision or utilize GSA as its agent. I think it would be pertinent if the history pointed out that this controversy had been foreseen. Section 401 of our basic building authorization act of 1955 was carefully drafted to authorize the DCI to provide for a Headquarters installation rather than having the usual authorization running to the Administrator of GSA, and it was passed in that form. This placed in the Director's hands the control over the design and construction of our facility. It was only after considerable debate and study of the pros and cons that it was finally agreed to place this responsibility in GSA hands. On line 15 of this page, Col. Grogan is referred to as the CIA Public Relations Officer and footnote 83 also refers to him as the Public Relations Officer to the DCI. ✓ CIA has always been careful to deny having a public relations officer even though Col. Grogan and his successors' duties involve contact with the press. Col. Grogan signed as Assistant to the Director and I think our historical study should probably follow that line.

✓ (23) Page 50. In lines 4 and 5, following the quotation, Sherman Adams is referred to as Executive Assistant to President Eisenhower. ✓ Actually, Governor Adams' title was The Assistant to the President. The footnote at the bottom of the page regarding General Bragdon is also in error. General Bragdon's title was Special Assistant to the President. He was not assigned to the Council of Economic Advisors. Also on this page as well as on the preceding and subsequent pages, your historian discusses our relationship with Public Buildings Administrator Peter

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✓ Strobel. He does not appear to have grasped the enormity of Commissioner Strobel's conflicts of interest. Rarely was Director Dulles so angry as when he was apprised of Strobel's unauthorized designation of a co-architect for the building. Strobel's conflicts in this and on other occasions were brought out at Congressional hearings (U.S. Congress. House. Committee on the Judiciary. Antitrust Subcommittee Hearings, Activities of Peter Strobel, 1955.) They are also discussed in a recent book entitled Conflict of Interest in the Eisenhower Administration by David A. Frier. (Ames, Iowa: Iowa university Press, 1969, at pages 91-102 and, in particular, page 99.)

✓ (24) Page 57, line 4. This statement is not strictly accurate. As noted above, the funds in hand at this time were in the amount of \$5.5 million which had been appropriated on 4 August 1955. The remaining \$49 million was not authorized until 27 July 1956, shortly after the signing of the contract with Harrison and Abramovitz noted in the footnote on this page.

(25) Pages 57-59. The text commencing with the phrase "At the time ... " to its end on page 59 gives every evidence of being rather quickly put together, and it does not reflect the considerable activity involved. (One thing missing is the culmination of negotiations with the Interior Department over certain property rights at the site) While a lot of this activity was geared to possible legislative action, some references to it should appear in the text at this point. The basic problem arose from the fact that it would apparently be impossible to house all the CIA employees in a building which could be constructed for the \$46 million authorized by the Congress. It could barely be done, if at all, with the \$50 million which we had originally requested from the Congress and, since the authorizing legislation of 1955, construction prices had risen about 5.7% with some prospect of a similar rise in the forthcoming year. At this point Mr. Dulles, on the basis of advice received from his staff, felt that he should ask the Congress in 1956 for \$10 million additional authorization as well as for the remaining \$49 million of the original authorization for the building and the Parkway. He discussed this matter with key government officials and key leaders on Capital Hill. The latter were not very receptive at this point, although many of them expressed sympathy with our problem in response to Mr. Dulles' oral briefings and the subsequent letters which he sent them. In May 1956, Senator Russell, whose wisdom in such matters was

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✓ outstanding, advised the Director that this would not be a good time to seek additional authorization, due to the fact that it was late in the session and in a Presidential election year. He felt that CIA should get as much of the authorized funds as they could in the current session, and then perhaps return in January 1957 for an additional authorization when we had firmer figures. This was basically the route that was followed. On 1 June 1956, the DCI appeared before the Defense Subcommittee of the House Appropriations Committee in support of the remaining \$49 million of our authorization and this was approved by the Committee and the House in the Supplemental Appropriation Bill, 1957.

✓ When the bill reached the Senate Appropriations Committee, however, Mr. Dulles had raised with them the possibility that an additional \$10 million authorization might be required. This brought the particular opposition of Senator John Stennis (D., Miss.) both at the hearing and in a statement on the floor of the Senate on 9 July 1956. He felt that CIA could certainly construct an appropriate building for its people with the \$46 million authorized. In addition, he pointed out that, while Mr. Dulles had cited a construction cost rise of 5.7% since the original authorization, the DCI's possible request for an additional \$10 million was an increase of more than 21% over the initial authorization. As a result, the Senate Appropriations Committee threw two serious hookers into their approval of the \$49 million appropriation. The first restriction was a directive that CIA should plan to house all of its headquarters personnel within the limits of the \$46 million authorized for construction. The second was that these funds should not be obligated or spent until the Chairman of the National Capital Planning Commission should certify that written commitments had been obtained from the appropriate local authorities for the financing and construction of roads, sewage treatment plants, public transport and other local facilities which the Commission deemed necessary to service the selected site. This latter restriction probably reflected certain doubts and questions which the Commission had raised in their reports in first turning down and subsequently approving CIA use of the Langley site.

✓ A study of the authority of the National Capital Planning Commission indicated to the General Counsel that they did not have the authority which the Senate Appropriations Committee had directed them to exercise. Furthermore, involving them at such a point would open a real can of worms. The problem of the Committee directive, which would, in effect, house all of CIA personnel in a building constructed for \$46 million,

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✓ was also difficult. Mr. Dulles had already surfaced to the Committee the possibility that we would have to retain the permanent buildings at 2430 E Street except for the building which would be displaced by the new thoroughway as well as certain other permanent construction buildings in which we were presently housed. The only assurance that we were able to make was that we would vacate all of our temporary buildings. As a result, language somewhat less restrictive to that drafted by the Senate Appropriations Committee was drafted and submitted to the key members of the Senate and House Appropriations Committees who would be involved in the compromise between the House and Senate versions as conferees. These restrictions, which appeared in the Conference Report, but not in the law itself, provided that the Agency make "every effort" to construct a building which would accommodate all its headquarters personnel within the provided amount of \$46 million and also directed that these funds not be spent in such a way as to make it necessary for the Congress to authorize additional funds at a later date. The conferees eliminated the requirement of certification by the Chairman of the National Capital Planning Commission but directed that none of the funds be obligated or spent until the DCI had obtained written commitments from the appropriate local authorities regarding the construction of roads, sewage treatment plants, public transport and other local facilities necessary to service the site. With these caveats in its Conference Report, the Congress then passed the Supplemental Appropriation Bill, 1957, authorizing the appropriation to CIA of \$49 million which covered the remaining sums for the building construction and the extension of the Parkway. The bill became law on 27 July 1956. On 8 November 1956, the DDA sent a memorandum to the DCI stating that the necessary written commitments from the local authorities and facilities had been received and the DCI approved this memorandum on 12 November, thus complying with that particular caveat of the Congress.

✓ (26) While rumblings and even staff studies were prepared in 1957 looking to the possibility of securing further congressional authorization and funds for construction in light of increased costs, nothing came of them and there was no further congressional action taken in connection with the present building.

✓ (27) One factor not raised in the basic study was a legal problem which was given careful consideration and which was discussed in the course of Congressional hearings. This was the question as to whether

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Don ✓ we would proceed by direct appropriation for the building or work out a lease-purchase agreement. It was finally concluded that the latter route presented many difficulties and additional costs and it was agreed to go forward by direct appropriation.

Don ✓ (28) While I am not sure at the moment just where it would fit in, I recall one story that should not be lost. At one of the early congressional hearings, Mr. Dulles had an artist's rendition of what the front of the building would look like. Presumably it had been prepared in the office of Harrison and Abramovitz. One of the features of that drawing was a large pool of water in front of the main entrance which is now occupied by the grass plot. A member of Congress, in the course of the hearing, asked Mr. Dulles with some shock whether he really proposed to have a swimming pool in front of the building. Almost within a matter of minutes, on our return to Headquarters, the blue pool was painted over green for grass.

Don (29) Page 62. Footnote. Mr. Gilmore D. Clarke, of Clarke and Rapuano was also a member of the Fine Arts Commission, 1932-1950 and its chairman from 1937-1950, as is also noted in the footnote on page 39.

DCI (30) Pages 68-69. It is noted from various staff studies that the auditorium was also supposed to be a hall of honor and exhibit area. Unfortunately, the lack of funds did not permit this and only the bare auditorium was built. At one point, the DDCI, General Cabell, discussed with Mr. Pforzheimer the need for a special "trophy room" in which could be placed honors and awards which the Agency and its individual employees had received from various governments and the like as well as being sufficiently secure to show various types of Agency gadgetry. Space again made this impossible.

? (31) The reference to parking space on this page should include some statement regarding Mr. Dulles and his trees. The DCI insisted that many of the trees in the parking lots be preserved and replanted in little islands after the parking lots had been laid. I do not have the exact figures as to how many parking spaces these trees cost us but it was quite large. Mr. Dulles allegedly used to come out on weekends and tie bands around the trees he wanted preserved. Details of this story can be obtained from Col. White,

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(32) Page 81-82. Incidentally, I do not note anything in this history regarding the extensive security arrangements which were in force during construction under [REDACTED]

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(33) Page 82. Here there is mention of the fact that the bids for construction were somewhat lower than expected because of the economic situation at the time. Actually, the monies expended in construction were at least \$3 million less than the \$46 million we had available. As these were "no year funds", they remained available to us and some of the money was eventually used for the construction of the new printing plant at the site which was opened on 13 September 1967. Mr. Warner, the Deputy General Counsel, believes that some of this remaining money was also used when it became necessary for the Government to condemn some private property adjacent to the site on which it was proposed to build some high-rise apartments. Mr. Warner is not sure that the condemnation money came from these extra construction funds, and this will have to be checked.

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(34) Pages 86-87. The section on the cornerstone laying ceremony is woefully inadequate, being largely restricted to a quotation of the President's remarks which might properly be included in Appendix H to which the Director's remarks have been relegated. A copy of the official program which contains the President's and the DCI's remarks might be attached as an appendix. Actually, the planning that went into the cornerstone laying ceremony was meticulous and took the time and energy of many people as can well be imagined in view of the President's attendance. Prior to laying the cornerstone, he drove up the new section of the Parkway and cut the ribbon as an opening ceremony. He then continued up the Parkway by car, but I believe he left the cornerstone laying ceremony by helicopter for Gettysburg as I think he had to vote as this was Election Day. There were all sorts of committees established and I do not recall them all. [REDACTED] of the General Counsel's Office was charged, as I remember it, with choosing our prettiest girls as ushers. John Warner, the Legislative Counsel at that time, was in charge of protocol and has one or two good stories to contribute on that score. Tickets had to be printed as well as various ribbon badges to designate who was doing what. Security had to be coordinated with the Secret Service. I think there was a dry run with the helicopters so they would have no trouble landing and taking off with the President. It was decided that it would be appropriate if the Rev. Frederick Brown Harris, chaplain of the U.S. Senate, were

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to give the Invocation and Benediction. Somehow, Col. White, to Harris' amazement, located the Reverend somewhere in the deep South to issue the invitation. The length of the Invocation far exceeded any staff study CIA had ever prepared and threatened to keep us there until darkness fell. In other words, this section should be considerably expanded.

*Correct
It was taken
over looking
the President's
speech*

(35) Page 87. The first sentence following the quotation of the President's remarks does not make sense and should be straightened out.

Done

(36) Page 88. There is a sentence in lines 9-11 regarding the curved roof of the cafeteria and this brings to mind an interesting high-light arising out of the habit of the Washington Evening Star sending periodic flights over the building to photograph the progress in its construction as a newsworthy item. In their issue of 13 June 1960, they printed one of these early views and caused us some laughing embarrassment by their caption which noted, "The crescent-shaped objects at left are decorative waterfalls." Actually they were the curved steel girders, not yet installed, which hold up the roof of the cafeteria!

Done

(37) Page 94. Lines 5-8. Mention is made here of the 47 special "Relocation Bulletins" which were issued in connection with the move to the new building. These were on a special blue paper to distinguish them from other memoranda floating across people's desks. They were written in a prose style that not even a mother could love, and it was inevitable that sooner or later a parody would appear -- and appear it did. On blue paper and in the same form as the regular "Relocation Bulletins", some prankster produced a "Relocation Bulletin" on the use of the toilets. It was very funny to everyone who saw it, except the senior personnel in the DDS and General Cabell. All copies were immediately sought out for destruction. I seem to recall that Security was asked to find the perpetrator of the horrendous feat but, as I think the author was a member of the Office of Security, I do not believe he was ever surfaced. I do not recall whether or not I still have a copy, but if one could be found, it would certainly enliven this history.

Done

(38) Page 94. I think it should be more clearly spelled out that the DDI components were the first elements to move into the building in the fall of 1961. The planning for the physical move involved great detail and was well done. However, at the time of the first move, I think the far end of the DDP part of the building was still partially open

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so that heavy equipment could be brought in. This resulted in another story about the building which is a fond memory to many of us. As cold weather approached, and that far end of the building was still partially open, the building became infested with the cutest collection of field mice you ever saw. In the course of serious dictation, soberminded DDI'ers would be interrupted by piercing shrieks from their secretaries which would herald the fact that another mouse had just appeared. In the Historical Intelligence Collection, we were continually setting mousetraps with devastating effect, including the fact that the Curator's extremely squeamish secretaries would not empty them, and that task fell on the Curator himself. Not only was the building open at the far end, but the cafeteria was not yet open, and everyone was eating out of the vending machines or "brown bagging it". Thus the mice had a never ending supply of food. The mice also had the habit of chewing through telephone wires and once chewed their way through the special "gray phone" wires creating a security problem which resulted in having to have the mice cleared! Thus do legends grow.

(39) Page 96. The picture which is Figure 12 following page 96 depicting President Kennedy decorating DCI Dulles is misdated; the correct date is 28 November 1961.

(40) Page 97. Lines 3-5. The history here notes Mr. McCone's occupation of his 7th floor suite in March 1962. It should also be noted that Mr. McCone moved to the building on the day he was sworn in, and he occupied temporary quarters on the third floor until the 7th floor suite was ready. It is recommended that someone talk to Mr. Elder, [redacted] regarding Mr. McCone's feelings about the 7th floor arrangements which were at times almost unprintable. He was never happy with them.

(41) Page 98. I am not sure of the details but some mention might be made here of the dissatisfaction with the building's air conditioning system which continued for many years. I am not sure that we ever accepted it.

(42) While there is considerable information in Appendix I regarding the re-laying of the cornerstone, the contents of the cornerstone box and how they were selected and how the cornerstone box was made, I think there should be some mention in the text of the simple ceremony that took place on 2 November 1960. It should be recalled,

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perhaps in the portion of the text dealing with the original laying of the cornerstone in 1959, that while it appeared that the President and other officials who participated were cementing it into place, actually the "cement" was a non-holding mixture of sugar and water and the box in place was only a temporary one. During the ceremony, President Eisenhower asked Mr. Dulles what was in the cornerstone box and the Director laughed and said it was too secret to disclose. As soon as the guests had departed from the 1959 ceremony, the cornerstone and the box were removed until they were required to be in place a year later.

(43) Appendix A should be expanded to show more Congressional action, the final laying of the cornerstone in 1960, etc.

The old Appendix A, "Buildings Occupied ... in 1953" should be numbered. They may all need renumbering.

Appendix H should include a copy of the cornerstone laying program, (which includes the President's and DCI's remarks and was published after the ceremony), plus the program which was distributed at the ceremony itself, the invitation to the ceremony, etc.

Appendix J on Congressional References has been redone by Mr. Pforzheimer and should be substituted.

Appendix K should be carefully rechecked.

Appendix L needs to be completed.

Appendix N doesn't add much. There are much better studies if needed. ILLEGIB

Walter Pforzheimer
Curator
Historical Intelligence Collection

Attachment
Revised Appendix J